

CEQA Documents

Arch Road Industrial Park Units 3 and 4 (Approved 1989)

Arch Road Industrial Park Units 3 and 4 Addendum (Approved 1998)

Rancho Mariposa (Approved 1996)

Arch Road Industrial Park Units 3 and 4
(Approved 1989)

CITY OF STOCKTON
NOTICE OF DETERMINATION

TO: X County Clerk
San Joaquin County

FROM: Lead Agency
89 JAN 12 PM 2:27 City of Stockton

X Office of Planning and
Research
1400 10th Street, #121
Sacramento, CA 95814

RALPH W. EPPERSON, CLERK

BY

DIANA LANDMANN
DEPUTY

c/o Community Development Department
Planning Division
6 East Lindsay Street
Stockton, CA 95202

Associate Planner

Contact Person: Michael Niblock

Phone: (209) 944-8266

SUBJECT: Filing of Notice of Determination in Compliance with Section 21152 of the
Public Resources Code

Project Title: ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4
Initial Study File No.: IS (or) EIR File No.: EIR1-87
State Clearinghouse No.: SCH# 87020302 (If submitted to Clearinghouse)
Discretionary Application(s) File No.(s): GPA6-88 and Z-13-88
Project Applicant: Fite Development, et al
Project Description/Location: Development of a light industrial park on approximately
496 acres generally east of State Route 99 between Arch and Mariposa Roads (Arch Road
Industrial Park-Units 3 and 4).

Determinations: This is to advise that the City of Stockton approved the above
described project on January 11, 1989 and has made the following determinations
regarding the project:

1. The Project X will, will not have a significant effect on the environment.
2. X An Environmental Impact Report was prepared for this project pursuant to the
provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the
provisions of CEQA.
3. Mitigation measures X were, were not incorporated as part of the approval of
the project.
4. A Statement of Overriding Considerations X was, was not adopted for this
project.
5. Findings X were, were not made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration or Final EIR and any adopted
mitigation measures, findings, statements of overriding consideration, and record of
project approval may be examined at the above noted Lead Agency address.

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By

Michael M. Niblock

Date January 12, 1989

AFFIDAVIT OF FILING AND POSTING

JAN 12 1989

I declare that on I received and posted this notice as required by
California Public Resources Code Section 21152(c). Said notice will remain posted for
30 days from the filing date.

Diana Landmann
Signature

Chaf Legal Clerk
Title

(209) 944-8266

December 13, 1988

Honorable City Council
City of Stockton, California

CERTIFICATION OF THE AMENDED FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4 (EIR1-87)

At its regular meeting of December 8, 1988, the City Planning Commission reviewed and considered the Final Environmental Impact Report, as amended, (EIR1-87) for the proposed development of a light industrial park on approximately 496 acres located generally east of State Route 99, between Arch and Mariposa Roads (Arch Road Industrial Park, Units 3 and 4). The amended Final EIR includes the Draft EIR, the comments received on the Draft EIR, and the City's responses to the comments (previously transmitted to the Council). In addition, comments and responses to comments on the Final EIR and an "Addendum to the Final EIR" were also considered at the December 8, 1988 meeting and are attached for Council consideration.

As background, on May 26, 1988, the Commission originally considered Final EIR1-87. After reviewing the Final EIR and all related environmental documentation and public testimony, the Planning Commission voted 7 to 0 (Johnson absent and one vacancy) to recommend certification of EIR1-87.

At its regular meeting of July 25, 1988 and continued public hearings of August 1 and 2, 1988, the City Council reviewed and considered the Final EIR as to its adequacy and compliance with the State and City Guidelines for the Implementation of the California Environmental Quality Act (CEQA). In their deliberation, a majority of the Council expressed concerns over several identified significant impacts and the need for additional information and mitigation measures related to: (1) incremental impacts on regional air quality, (2) the timing and funding of surface water conveyance facilities, (3) cumulative traffic impacts, and (4) the adequacy of fire and emergency services.

Based on the need for additional mitigation in the above-noted areas, the Council found the Final EIR to be inadequate and,

Exhibit I

therefore, denied the related General Plan amendment and pre-zoning requests.

Following the denial of their General Plan and pre-zoning applications by the Council, Fite Development, et al, petitioned the Council for permission to refile similar applications prior to one year following the denial of their requests as otherwise required in the Zoning Code. On August 22, 1988, the City Council granted the applicants' request to allow them to refile their applications prior to August 1, 1989. On August 26, 1988, the applicants refiled new applications for a General Plan amendment (GPA6-88) and pre-zoning (Z-13-88).

In response to the City Council's concerns regarding the adequacy of the Final EIR, an "Addendum to the Final EIR" was prepared in the form of a revised set of "Environmental Findings and Statement of Overriding Considerations for the Arch Road Industrial Park, Units 3 and 4." The Addendum to Final EIR 1-87 is attached and recommends additional mitigation measures related to the previously identified impact areas.

The City Council as well as the Planning Commission must review, consider, and certify the Final EIR, as amended, prior to approval of any related discretionary permits.

It should be noted that several letters were received from public agencies in response to the referral of the new General Plan amendment and pre-zoning applications (GPA6-88 and Z-13-88) and the Addendum to the Final EIR. The letters express concerns or make recommendations regarding the content and adequacy of the Final EIR, as amended, and suggest additional mitigation measures. The comments are addressed in the "Response to Comments on the Final EIR." These letters and responses and the Addendum are attached and should be reviewed and considered as part of the environmental documentation for the proposed project. The Planning Commission and/or City Council may require project modifications or enforceable conditions of approval on subsequent related discretionary actions in accordance with the recommendations made in the above-noted letters and Addendum.

The original Planning Commission report (dated June 23, 1988) which recommended certification of Final EIR 1-87, including the EIR summary and related documentation, is attached for Council consideration.

During the joint hearing on EIR1-87, GPA6-88, and Z-13-88, a total of three speakers appeared with specific comments relating to the adequacy of the Final EIR or with concerns which related more directly to the justification for the proposed land use and pre-zoning requests.

A representative of Fite Development, et al, appeared and expressed the opinion that the proposed land use represents the ultimate highest and best use of the property. For this reason,

the applicant contended that regional land use planning should include the property as proposed whether or not there is a currently demonstrated market for the proposed parcels. The applicant indicated that while they have not completed development of the Arch Road Industrial Park, Units 1 and 2, they have several clients who have requested significantly larger parcels than are currently available within the existing industrial park. It was further noted that their firm has established a proven track record as "developers" of industrial parks as opposed to "speculators" on vacant industrial properties in this County as well as in various other areas. The applicant felt that the proposal would allow them to properly plan for the development of the site, initiate marketing, and coordinate with the City and other agencies in the processing of the annexation and development of the site.

The applicant expressed the opinion that much of the existing vacant industrially zoned land in the City is owned by "speculators", rather than by "developers", and that those properties are not truly available for development since they are generally overpriced and, therefore, not actually marketable. It was also noted that much of the vacant industrial land is comprised of small parcels with inadequate access and is not in close proximity to major freeways.

The applicant indicated that Fite Development will comply with all of the mitigation measures, as identified in EIR1-87, as amended, which are required to reduce impacts to an acceptable level, including payment of their fair share cost of all necessary extensions and improvements to infrastructure as well as public facilities and services. The applicant further expressed a willingness to execute a Development Agreement with the City as a condition of annexation and a prerequisite to the provision of municipal services to the project site.

The applicant concluded by noting that the Council did not deny the land use and rezoning requests based on land use issues, but, rather, on the basis that additional information and mitigation was required prior to certification of the Final EIR--which has been prepared in the form of an "Addendum to the Final EIR."

A representative of the Stockton Metropolitan Airport appeared and expressed concerns over the proposed construction of a retention pond for the proposed project, since any such ponding would attract waterfowl which could pose a significant hazard to aviation in such close proximity to the airport. It was recommended that terminal drainage facilities be required in place of ponding. Staff noted that alternative drainage systems would be explored and ultimately resolved at the tentative map stage.

A representative of the People's Organization for Land Preservation appeared and expressed concerns regarding the

effects of the project on agricultural resources, air quality, water quality and supply, and on archaeological and historical resources. This individual felt that alternatives had not been adequately addressed and that the above-noted issues should be more extensively explored in a Supplemental EIR prior to project approval.

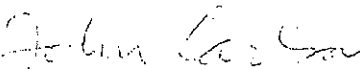
After reviewing and considering the Final EIR and related environmental documentation and public testimony, the Planning Commission voted unanimously 6 to 0 (Henderson, Hong and Powell absent) to certify Final EIR1-87, as amended by the "Responses to Comments on the Final EIR" and by other added or revised mitigation measures as specified in the "Addendum to Final EIR1-87", based on the following findings:

1. The Final EIR, as amended, has been completed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Stockton Guidelines for Implementing CEQA.
2. The City Planning Commission has reviewed and considered the Final EIR, as amended, prior to any related project approvals and has found it to be adequate for said approvals.

Furthermore, the Planning Commission recommended that the City Council also certify Final EIR1-87, as amended, based on the following findings:

1. The Final EIR, as amended by the Planning Commission, has been completed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Stockton Guidelines for Implementing CEQA.
2. The City Council has reviewed and considered the Final EIR, as amended by the Planning Commission, prior to any related project approvals and has found it to be adequate for said approvals.

Notification: Notice in the Stockton Record ten (10) days prior to the public meeting.


JOHN CARLSON, SECRETARY
CITY PLANNING COMMISSION

JC:gs

Attachments

cc: City Manager w/attachments
City Attorney w/attachments

Addendum to FEIR 1-87 and related Environmental Findings
and Statement of Overriding Considerations for the
Arch Road Industrial Park, Units 3 and 4.

Upon review of the Final EIR for this project on July 25, 1988, the Stockton City Council expressed a desire for additional information in the subject areas of cumulative air quality, timing and funding of the New Melones water conveyance facilities, cumulative traffic impacts, and fire and emergency services.

In response to this request, the following information is presented as an Addendum to the Final EIR, and a revised copy of the Environmental Findings and Statement of Overriding Considerations for the Arch Road Industrial Park, Units 3 and 4 which incorporates these recommended changes is attached.

Air Quality

Under Rationale for air quality impacts an additional mitigation measures has been added as follows:

2. The applicant or successor in interest will contribute a pro-rata share of the cost of implementation of an air quality impact fee ordinance, if adopted by the Stockton City Council, to fund traffic managements system improvements.

Water

Under Public Services and Utilities, Water, the following impact, rationale, and mitigation has been added:

Impact: The timing for construction of New Melones surface water conveyance facilities by SEWD and the means of funding these facilities has not been determined.

Finding: Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been or can and should be adopted by such other agency.

Rationale: The benefits associated with the project outweigh the impacts to the surface water supply. Even though complete mitigation of this impact cannot be achieved with project implementation, the following mitigation is proposed to minimize project impact:

1. The City should assist SEWD to fund and construct the necessary conveyance system to bring New Melones water via Shirley Creek as planned. The Applicant and successors in interest would pay a pro-rata share of capital improvement costs. If this is not assured prior to project approval, a Statement of Overriding Considerations would be required.

Fire Protection

Under Public Services and Utilities, Fire Protection, the following mitigation has been added to the Rationale:

4. The applicant or successors in interest shall contribute their pro rata share of the cost to fund development of a new fire station (engine/truck company) to serve southeast Stockton via the proposed (impact fee ordinance) or other financing mechanism.

Under Public Services and Utilities, Fire Protection, the following impact, finding, and mitigation has been added:

Impact: The project will create an additional need for emergency services in the vicinity.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level.

Rationale: While the issue of emergency impacts, other than fire, are expressed as a serious concern, the fire marshal has indicated that existing paramedic and ambulance companies would provide a minimally acceptable level of service to the project site.

Traffic

The following mitigation measures have been added to the rationale for traffic impacts:

2. The Applicant or successors in interest should participate in providing the project's proportionate share of the funding,

based on traffic loadings, of necessary improvements to the Arch Road/Highway 99 interchange and to related Highway 99 mainline facilities to achieve a level of service that conforms to State Urban Highway Standards. The Department of Transportation understands that the traffic analysis used in implementing this mitigation measure will include a recalibration of the Stockton Traffic Model and a reevaluation of the assumptions used in that model. A Project Study Report (PSR) for this mitigation measure may be required.

3. The Applicant or successors in interest should participate in a fair share contribution to traffic improvements that are recommended as part of the PSR process for the Arch Road/Highway 99 interchange.

**ENVIRONMENTAL FINDINGS AND STATEMENT OF OVERRRIDING
CONSIDERATIONS FOR THE ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4**

**Findings and Statements pursuant to Sections 15091 and
15093 of the State CEQA Guidelines**

I. INTRODUCTION

This report presents findings that must be made by the City of Stockton prior to approval of the Arch Road Industrial Park Units 3 and 4 in order to comply with the requirements of Section 15091 of the State CEQA Guidelines and the Statements of Overriding Consideration that must be made pursuant to Section 15093.

This report is divided in four major sections, including this introduction. Section II presents the significant impacts that were identified in the Final EIR for the project, the findings for these impacts and the rationales for the findings. The impacts, and any related mitigation measures, are adopted from Table 1 of the Summary for the Final EIR.

In Section III, the alternatives that were considered in the Draft EIR are presented and evaluated in relation to the finding set forth in Section 15091 (a)(3).

Finally, in Section IV, Statements of Overriding Consideration are presented for significant impacts or issues related to the project that cannot or have not been mitigated or resolved.

The Draft and Final EIRs that were prepared for the project are incorporated in this report by reference and the reader is referred to them for detailed information on the impacts, mitigation measures and alternatives. Copies of the documents are available for review at the City of Stockton Department of Community Development.

II. IMPACTS AND FINDINGS

Required Findings

The findings that are required pursuant to Section 15091 are as follows:

- (a) No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or

substantially lessen the significant environmental effect as identified in the final EIR.

- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - (3) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

The impacts that have been identified for the project and findings for each are presented in the following subsections.

Geology, Seismicity, and Soils

Impact: The project site is located in a relatively stable geologic region of the State. Nonetheless, the area experiences some geologically induced groundshaking. Although the site is generally suitable for the project, conditions related to high shrink-swell potential, slow permeability of the soils, and minimal slope will require specific attention in the design and development of the project.

Finding: Measures have been identified in the Environmental Impact Report and are proposed in the project which will avoid or lessen the geologic, seismic, and soil related impacts to less than significant levels. Mitigation will be provided by the proponent through adherence to building codes. Enforcement is the responsibility of the City of Stockton.

Rationale: The following mitigation measures are proposed:

1. All structures on the site would be constructed to the standards required by the City of Stockton building code and the California Uniform Building Code.
2. A geological survey of the site will be conducted prior to construction on the site. A geotechnical engineer will be retained to provide on site recommendations for the construction of roadways, structure foundations, and utility line conduits.
3. Grading of the site will be limited to that necessary for development.
4. Filter berms, sandbag or hay bale barriers, culvert risers, filter inlets, and/or sediment detention basins will be utilized as appropriate during construction to protect North

Little John Creek and area waterways from siltation and debris. All open ditches or developed swales will be lined with grass or coarse rocks.

Impact: Approximately one-third of the site consists of Clear Lake soils which have an irrigated capability classification of IIS-5 and are classified as Prime Agricultural Land. The project will result in conversion of this area to urban land use.

Finding: This impact is classified as a land use impact as well as a soil impact. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR. These specific conditions are described in Section III. Approval of the project is contingent adoption by the City and LAFCo of the Statement of Overriding Consideration presented in Section IV for this impact.

Hydrology

Impact: A large portion of the site is within the 100 year flood plain of North Little John Creek. Implementation of the project will require construction within the flood plain, and will produce higher runoff coefficients on the site.

Finding: Measures have been identified in the Environmental Impact Report and are proposed in the project which will avoid or lessen this hydrologic impact to a less than significant level. The proponent will be responsible for construction of the necessary facilities to provide this mitigation. San Joaquin County will provide guidance as to the appropriate rate of release. Enforcement of this action will be the responsibility of the City of Stockton. The Department of Fish and Game will require a Streambed Alteration Agreement. The Reclamation Board will require a permit for all activity which alters stream flows.

Rationale: The following mitigation measures are proposed:

1. The project includes construction of a 10.6 acre retention facility to hold runoff for delayed release into North Little John Creek. The rate of release from the facility will be in accordance with the requirements of San Joaquin County, and the facility will be capable of providing pre-project runoff conditions from the site as well as additional retention if necessary.
2. Structures on the site will be developed in accordance with Federal and local flood prevention standards, including the Stockton Flood Damage Protection Ordinance. All finished floor elevations will be at least one foot above the 100 year flood elevation.

3. Utilities will be designed to prevent infiltration of floodwaters in accordance with the Flood Damage Protection Ordinance.
4. A 100 foot non-structure buffer along North Little John Creek will be provided as requested by the Department of Fish and Game.
5. All required permits for work within the stream channel will be obtained prior to construction.
6. Requested rights of way along North Little John Creek will be dedicated to the County Flood District to allow for expansion of the North Little John Creek channel. Depending on project design, rights of way or a viable alternative will be provided to allow for expansion of Weber Slough.

Impact: Runoff from the site during construction will include sediment and debris which could contribute to the deterioration of North Little John Creek or Weber Slough.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Mitigation will be provided by the proponent through proper use of erosion control practices during construction. Enforcement is the responsibility of the City of Stockton. The Department of Fish and Game will require a Streambed Alteration Agreement.

Rationale: The following mitigation measures are proposed:

1. Filter berms, sandbag barriers, hay bale barriers, culvert risers, filter inlets, and/or sediment/detention basins will be utilized as appropriate during construction. Disturbance of areas within the North Little John Creek channel or Weber Slough channel will be minimized, and wherever possible, an undisturbed natural corridor will be maintained along the creeks.

Vegetation and Wildlife

Impact: Development of the project will result in a reduction of agricultural and riparian area resulting in the displacement of wildlife. No rare, threatened, or endangered species have been reported on the site. The Swainson's hawk and Giant Garter Snake, both classified by the State as threatened, occur in the region.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Mitigation will be provided by the proponent through project design which provides a natural corridor along North Little John Creek.

Enforcement of this mitigation is the responsibility of the City of Stockton.

Rationale: The benefits associated with the project outweigh the consequences of the on-site reduction in habitat. Mitigation proposed to minimize the impact includes:

1. Landscaping will include use of native compatible species. Landscaping is not intended to compensate for the loss of habitat, but will nonetheless afford limited cover for species which remain in the area.
2. Filter berms, sandbags, hay bale barriers, culvert risers, filter inlets, and/or sediment detention basins will be utilized to minimize impacts to aquatic habitat.
3. The North Little John Creek corridor is recognized as the most valuable wildlife habitat on the site. The project includes designation of a 100 foot non-structure buffer along North Little John Creek.

Air Quality

Impact: Short term air quality impacts will be generated by construction activities on the site.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Mitigation will be provided by the proponent through proper use of dust and emission control practices during construction. Enforcement is the responsibility of the City of Stockton and the San Joaquin County Air Pollution Control District.

Rationale: The following mitigation measures are proposed:

1. Sprinkling will be conducted to minimize dust generation.
2. Grading will be avoided during periods of high winds.
3. Prompt replanting of disturbed areas will be performed.

Impact: Project generated traffic will incrementally contribute to nonattainment of the ambient air quality ozone standard in the vicinity.

Finding: Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR. These specific considerations are described in Section III. Approval of the project is contingent on the City adopting the Statement of Overriding Consideration presented in Section IV for this impact.

Rationale: The benefits associated with the project outweigh the consequences of the cumulative air quality impact. Even though complete mitigation of this impact cannot be achieved with project implementation, the following mitigation is proposed to minimize project impact:

1. Project design will include facilities to promote use of transit services. Roadway width and load bearing strength will be sufficient to provide transit vehicle access. Turn-outs, lighting, shelters, and schedules will be provided.
2. The applicant or successor in interest will contribute a pro-rata share of the cost of implementation of an air quality impact fee ordinance, if adopted by the Stockton City Council, to fund Transportation Systems Management (TSM) improvements.

Noise

Impact: Construction activities on the site will produce a short term increase of the ambient noise level in the vicinity.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Enforcement of this mitigation is the responsibility of the City of Stockton.

Rationale: The following mitigation measures are proposed:

1. As appropriate, construction activity can be restricted to reasonable periods. Noisy activities will be avoided during early morning and evening periods.
2. Construction equipment will be equipped with appropriate noise reduction devices such as mufflers, panels, housings, or other original equipment intended to minimize equipment noise.

Impact: The project will result in a long term increase in the ambient noise level in the vicinity. The project is proposed in an area subject to aircraft generated noise levels of less than 60 dB. Project generated traffic will contribute to noise levels along area roadways.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Enforcement of this mitigation is the responsibility of the City of Stockton.

Rationale: The following mitigation measures are proposed:

1. The type of land use proposed is not predicted to produce noise levels which would violate local noise standards nor disturb area neighborhoods.

2. Project generated traffic will utilize arterial roadways in the vicinity of the site, such as Arch Road, Sperry road, Highway 99, and Mariposa Road. The contribution of the project to the existing traffic noise levels is anticipated to be insignificant.
3. Buildings on the site will be constructed in accordance with noise standards as required by State and local regulations.

Land Use

Impact: The project site consists of 496.2 acres of agricultural land, about one-third of which is designated by the USDA Soil Conservation Service as Prime Agricultural land (Class II). Implementation of the project would result in the conversion of this farmland to urban use. Implementation of the project will increase the potential for land use conflicts with continuing agricultural activities on adjoining properties, and could induce conversion of additional area to urban land use.

Finding: Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Draft EIR. These specific considerations are described in Section III. Approval of the project is contingent on the City and LAFCo adopting the Statement of Overriding Consideration presented in Section IV for this impact.

Rationale: The existing trend is for light industrial development in the vicinity of the airport. The site is favorably located for annexation and development of the proposed project. Considerations which support this premise include: 1) location of the site contiguous to the Stockton municipal limit, 2) existing light industrial and institutional uses adjacent to the site, 3) location of the site in close proximity to the airport, and 4) the vicinity will have convenient access to Highway 99 and I-5. Consequently, the project represents a realistic proposal for long term use of the site.

Impact: The site is located within the Airport Area of Influence. Implementation of the project will constitute development of an urban land use in an area subject to frequent overflight by aircraft.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Enforcement of this mitigation is the responsibility of the City of Stockton.

Rationale: The following mitigation measures are proposed:

1. The project proponent will comply with all Local, State and Federal regulations concerning development beneath the

transitional air surfaces associated with airport operation. The normal flight track utilized at the airport does not overlie the site.

Population, Housing, and Employment

Impact: No direct population increase will result from the project. The project will require the removal of two farmsteads from the site. The project is predicted to generate new jobs which could attract new residents, whom would require housing.

Finding: New jobs are considered positive impacts.

Rationale: The City requires no mitigation for this impact.

Traffic

Impact: Implementation of the proposed project will generate traffic which has the potential to severely impact local roadways resulting in a reduction in levels of service.

Finding: The need for local roadway improvements is created by growth beyond that which will result from this project. Specific improvements have been identified in the Environmental Impact Report and proposed in the project which will mitigate the project impact. The mechanism to fund all of the improvements has not been identified. The City of Stockton is responsible for implementation of a roadway improvement plan within the City. However, implementation of such a plan will require cooperation from San Joaquin County and Caltrans.

Rationale: The following mitigation measures have been proposed:

1. Specific roadway improvements have been identified in the Draft EIR and accompanying traffic analysis. Implementation of these measures will achieve a LOS "D" or better at all intersections. Prior to recordation of any parcel map and/or construction of any building, the proponent will enter into a development agreement which specifies the projects financial responsibility for providing public utilities and services, including roadway improvements. Presently, the City is pursuing several potential means for financing these improvements. Principal means being examined include formation of a Mello-Roos District or similar Area of Benefit, and/or adoption of Impact Fees. It is anticipated that either or both of these mechanisms will be in place prior to implementation of the project.
2. The Applicant or successors in interest should participate in providing the project's proportionate share of the funding, based on traffic loadings, of necessary improvements to the Arch Road/Highway 99 interchange and to related Highway 99 mainline facilities to achieve a level of service that

conforms to State Urban Highway Standards. The Department of Transportation understands that the traffic analysis used in implementing this mitigation measure will include a recalibration of the Stockton Traffic Model and a reevaluation of the assumptions used in that model. A Project Study Report (PSR) for this mitigation measure may be required.

3. The Applicant or successors in interest should participate in a fair share contribution to traffic improvements that are recommended as part of the PSR process for the Arch Road/Highway 99 interchange.

Public Services and Utilities

Water

Impact: Development of the site will require the extension of water service to the site.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The proponent will provide the infrastructure and facilities to serve the site. The City of Stockton is responsible for review of facility design and future provision of water.

Rationale: The following mitigation measures are proposed:

1. The proposed light industrial use is predicted to have a lower water consumption rate than the agricultural use which presently exists on the site.
2. City staff have indicated that extension of water service to the site is not anticipated to pose any unusual difficulties. Such extension would require revision of the current Master Water Plan.
3. Structures will include water efficient fixtures and facilities. Landscaping will include drought resistant species.

Impact: The timing for construction of New Melones surface water conveyance facilities by SEWD and the means of funding these facilities has not been determined.

Finding: Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Rationale: The benefits associated with the project outweigh the impacts to the surface water supply. Even though complete mitigation of this impact cannot be achieved with project implementation, the following mitigation is proposed to minimize project impact:

1. The City should assist SEWD to fund and construct the necessary conveyance system to bring New Melones water via Shirley Creek as planned. The Applicant and successors in interest would pay a pro-rata share of capital improvement costs. If this is not assured prior to project approval, a Statement of Overriding Considerations would be required.

Storm Drainage

Impacts and Mitigation measures related to storm drainage facilities are addressed in the Hydrology section of this document.

Wastewater

Impact: Development of the project will require extension of sewer infrastructure and services to the site. The existing system is presently incapable of handling additional flows. Consequently, service to the site would have to be in conjunction with development of the new system to serve the south end of town, i.e. System 8.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Presently, the City is pursuing several potential means for financing these improvements. Principal means being examined include formation of a Mello-Roos District or similar Area of Benefit, and/or adoption of Impact Fees. It is anticipated that either/both of these will be in place prior to implementation of the project.

Rationale: The following mitigation measures are proposed:

1. Specific improvements which will be required are identified in the Wastewater Collection System Master Plan. Prior to recordation of any parcel map and/or construction of any building, the proponent will enter into a development agreement which specifies the projects financial responsibility for providing public utilities and services, including sewer system improvements.

Solid Waste

Impact: The project will generate additional solid waste, requiring the provision of waste disposal services to the site.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The proponent will be responsible for contracting with a private firm for these services. The City is responsible for enforcement of this mitigation.

Rationale: The following mitigation measures are proposed:

1. The proposed light industrial land use is a relatively light generator of solid waste. No unusual difficulties are anticipated with the provision of services to the project.

Fire Protection

Impact: A new fire station is required to serve proposed development in the south end of town. This project will contribute to that need.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. Presently, the City is pursuing several potential means for financing these improvements. The principal means being examined is adoption of Impact Fees. It is anticipated that this mechanism will be in place prior to implementation of the project. The City of Stockton is responsible for provision of these services.

Rationale: The following mitigation measures are proposed:

1. The project will include a water system capable of providing adequate fire flows.
2. All structures will be sprinkler equipped.
3. Prior to recordation of any parcel map and/or construction of any building, the proponent will enter into a development agreement which specifies the projects financial responsibility for providing public utilities and services, including necessary fire protection facilities.
4. The applicant or successors in interest shall contribute their pro rata share of the cost to fund development of a new fire station (engine, truck company) to serve southeast Stockton via the proposed (impact fee ordinance) or other financing mechanism.

Impact: The project will create an additional need for emergency services in the vicinity.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level.

Rationale: While the issue of emergency impacts, other than fire, are expressed as a serious concern, the fire marshal has indicated that existing paramedic and ambulance companies would provide the minimally acceptable level of service to the project site. Therefore, this impact is considered "less than significant" as defined by the California Environmental Quality Act (CEQA) guidelines.

Police Protection

Impact: The project will require law enforcement services from the Stockton Police Department.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The City of Stockton is responsible for provision of these services.

Rationale: The following mitigation measures are proposed:

1. The proposed project represents a land use which is expected to generate a minimal impact on law enforcement services.
2. The project will be designed to provide unobstructed views, thus providing easy surveillance of the site.
3. Structures on the site will be constructed of quality materials including such hardware as heavy locks, deadbolts, solid window and door frames.
4. In light of the anticipated warehousing use, it is likely that some future tenants may install electronic surveillance equipment and/or retain private security services. These measures would lessen any burden on the police department.

Natural Gas and Electricity

Impact: The project will require extension of gas and electric services.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The proponent is responsible for contracting with the private firms for the provision of these services to the site. Facilities and services will be extended in accordance with Public Utility Commission (PUC) regulations.

Rationale: The following mitigation measures are proposed:

1. The proponent will enter into the necessary agreements with Pacific Gas and Electric Company for extension of facilities and services to the site.

Telephone

Impact: The project will require extension of telephone services to the site.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The proponent is responsible for contracting with the private firms for the provision of these services to the site. Facilities and services will be extended in accordance with Public Utility Commission (PUC) regulations.

Rationale: The following mitigation measures are proposed:

1. The proponent will enter into the necessary agreements with Pacific Bell Telephone Company for extension of facilities and services to the site.

Visual and Aesthetic Resources

Impact: Implementation of the project will result in a significant change in the character of the site. The site will change from a rural agricultural setting to one of an urban environment.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The City is responsible for design review of the project.

Rationale: The following mitigation measures are proposed:

1. The project will be designed so as to minimize the change in character. Structures will be designed to be aesthetically attractive and landscaping will be provided which includes native compatible, drought resistant species. Natural vegetation will be retained in the North Little John Creek corridor.

Archaeology and History

Impact: Development has the potential to disturb any unknown archaeological or historic resources which might exist on the site.

Finding: Measures have been identified in the Environmental Impact Report and proposed in the project which will eliminate or reduce this impact to a less than significant level. The proponent has had an archaeological survey of the site prepared, and has agreed to consult a qualified archaeologist in the event any unknown artifacts are discovered. The City is responsible for enforcement of this mitigation.

Rationale: The following mitigation measures are proposed:

1. An archaeologic survey of the site has been performed, and no evidence of prehistoric or historic occupation of the site was discovered.
2. Should evidence of prehistoric occupation be discovered during construction, all construction activity will be halted in the area of the find until a qualified archaeologist has identified proper disposition.

III. ALTERNATIVES TO THE PROPOSED PROJECT

The finding that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR was made for several of the impacts identified for the project. For these impacts, either no mitigation measures were identified or the measures that were identified would not lessen the impact to less than a significant level.

The EIR did identify alternatives that, if adopted, would avoid or substantially lessen the significant impacts which cannot be effectively mitigated. The following is a description of those alternatives and of the specific economic, social, or other considerations which make them infeasible.

No Project Alternative

The "no project" alternative is the most easily implementable alternative and would preclude all of the impacts identified in the Expanded Initial Study. The "no project" alternative would include continued agricultural use of the site. Presently, there is concern regarding the existing amount of vacant industrial property within the City of Stockton, and as a result annexation of additional industrial property may not represent the most appropriate short term action. Therefore, the "no project" alternative, which would allow continued agricultural use of the site could represent a viable short term alternative, but only until perceived economic conditions are favorable for industrial development. The project proponent is of the opinion that conditions are presently favorable for implementation of this project. Ultimate development of the vicinity will require the upgrading and extension of utilities to serve the site. Although denial of the proposed project would alleviate the immediate need for such improvements, eventual development of the site will require extension of these utilities. The magnitude of such improvements could be either reduced or increased by delaying their implementation.

The economic, social, and other considerations which make the no project alternative infeasible include:

- o The project represents a logical continuation of urban development in the south Stockton area.
- o The project will create new jobs and attract new businesses.
- o As a result of its location, the value of the land exceeds the return to be gained by continued agricultural use.
- o Master plans for the improvement of amenities in the vicinity are already being prepared. These include improvements to the roadway system, extension of infrastructure for public utilities, and expansion of City services.
- o Urban land uses compatible with the project have already been approved on adjacent properties. Development of these uses poses the potential for land use compatibility conflicts, and will make continued farming of the site less attractive.

Alternative Industrial Development

Due to location and surrounding land use, development of the site for light industrial use appears to be the most logical long term alternative land use for the site. The proposed project represents a feasible development within this land use constraint. Other industrial projects could be proposed which would produce similar impacts to those identified for this project, but would likely vary in magnitude depending on the size and type of final development. A logical proposal could be to develop only Unit III of the project, and the resulting impacts would be proportionally less than those identified in this EIR. Further, implementation of such an alternative would not preclude later development of the remainder of the site if future conditions remain favorable.

The use of E-P or M-P zoning and performance in conjunction with the Industrial General Plan designation could be used to restrict types of industrial activities and hence reduce the potential of compatibility conflicts with future surrounding land uses such as agricultural and residential. This alternative is more restrictive than M-1 zoning and the Industrial General Plan designation.

Implementation of the Alternative Industrial Development alternative is an acceptable and feasible alternative to the proposed project. However, industrial development of the site is predicted to generate the same types of impacts as the proposed project, and consequently, would not be expected to substantially reduce the significant impacts identified with the project.

Alternative Land Uses

Another possible land use alternative which could be considered for development on the site would entail residential uses. Implementation of the proposed industrial project requires both a

General Plan amendment and rezoning of the site. Proposal for residential development would not be any more complicated and would require the same procedural actions. However, residential housing represents a much more sensitive land use than the proposed industrial use, and would require substantial mitigation for the impacts created by neighboring agricultural, industrial, airport, and commercial uses. In addition to those impacts addressed in the current EIR, a residential proposal would need to address other areas of concern specific to residential uses, such as the availability of schools, retail areas, and other urban services which would be utilized by future residents. Another logical alternative would include development of an institutional land use compatible with the neighboring California Youth Authority facilities and the proposed Women's Correctional Facility. The specific impacts of such a land use could vary substantially depending upon the individual characteristics of a given proposal. Although such a proposal represents a realistic land use for the site, the owner/developer is not interested in developing such a land use on the site.

The economic, social, and other considerations which make infeasible implementation land uses other than industrial include those considerations discussed under the no project alternative as well as the following:

- o The location of existing agricultural land use and approved industrial and institutional land uses in the vicinity makes the site less than attractive for residential development.
- o Development of institutional land uses is almost exclusively in response to a stated desire by State or local municipalities for development of facilities in a given area. No such desire has been expressed to the property owner. In light of the new correctional facilities which have been recently proposed, proposals for additional facilities are not anticipated in the reasonable future.

Alternative Locations

Development of the proposed project at another location represents an alternative which would provide essentially the same services to the community, but would not require annexation or rezoning. Similarly, the impacts associated with extension of infrastructure and the conversion of agricultural land could be reduced or eliminated. There is currently an abundance of vacant industrially zoned property within the City. This option would be in compliance with existing zoning rather than requiring the annexation of farmland.

The economic, social, and other considerations which make infeasible implementation of the project on existing industrial property within the City include:

- o Existing industrial property within the City does not afford the advantages of the project site. The project is intended to attract businesses requiring close proximity to the airport and regional highways. Only a limited amount of the existing industrially zoned land which meets these criteria is available.
- o Existing industrial property within the City is over priced. Implementation of the proposed project on these properties would not be financially competitive with more desirable locations in the region. Consequently, utilization of these sites could make the project economically infeasible.
- o The anticipated demand for industrial land in the vicinity of the airport is expected to increase as the magnitude of services offered by the airport increases. Re-location of this project to another site would not reduce the demand to develop this site, and would consequently be expected to only delay and not avoid the identified impacts associated with development of the proposed site.

IV. STATEMENTS OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse effects, the adverse environmental effects may be considered "acceptable". CEQA also requires that where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or information in the record. This statement is called a Statement of Overriding Consideration.

Following is a description of the unavoidable and/or unresolved significant adverse impacts and issues that were identified in the Arch Road Industrial Park, Units 3 and 4, Final Environmental Impact Report and of possible Statements of Overriding Consideration that can be adopted for the impacts or issues. The Statements of Overriding Consideration are based on information in the EIR that was prepared for the project and other information in the record. The statements support the finding that the benefits of the proposed project outweigh the unavoidable adverse environmental effects.

Significant Unavoidable Adverse Impact

- o Implementation of the proposed project would result in the conversion of about 496 acres of productive agricultural land

to urban uses. Approximately one-third of the site consists of prime agricultural soils. There is no measure possible to mitigate the impact of removing prime and other productive agricultural land from production, other than leaving the site in agricultural use.

- o San Joaquin County is a nonattainment area for CO, ozone, and particulates, and thus, any contribution must be considered significant due to the cumulative degradation in air quality.
- o City services and the facilities necessary to provide them, including police, fire and other emergency services, parks and recreation, general government, library, water supply and distribution, wastewater collection and treatment, and the provision of streets and intersections, etc., would be significantly impacted by the project. The financing of public facilities has been an unresolved issue because of the need for the City to adopt a uniform approach for establishing a desired level of service and to establish equitable cost sharing mitigation measures which will generate the funding necessary to avoid service shortfalls and promote the timely construction of needed facilities.

Statement of Overriding Consideration

1. The proposed project represents a logical continuation of urban development in the south Stockton area. The site is contiguous to existing light industrial and institutional land uses. Consequently, development of the site to industrial land use is a logical proposal for ultimate use of the site.
2. Urban land uses compatible with the project have already been approved on adjacent properties. Development of these uses poses the potential for land use compatibility conflicts, and will make continued farming of the site less attractive. The project represents an ultimate land use which is compatible with developing land uses in the vicinity.
3. The site is contiguous to the municipal limit of the City of Stockton, and is situated between the City and established institutional land uses to the south. Master plans for the improvement of municipal utilities in the vicinity are already being prepared. These include improvements to the roadway system, extension of infrastructure for public utilities, and expansion of City services. Approval of the proposed project at this time would facilitate efficient planning by providing an incentive for the proponent to take an active part in the implementation of these improvements.
4. The project will create new jobs and attract new businesses to the community.

5. Much of the existing industrial property within the City does not offer the advantages afforded by the project site. Failure to provide attractive sites for industrial development could negatively impact the ability of the City to attract new industries.
6. The City of Stockton is considering adoption of an air quality impact fee ordinance to fund implementation of Transportation Systems Management (TSM) improvements. The applicant or successor in interest will contribute a pro-rata share of the cost of implementation if such an ordinance is adopted.
7. The anticipated demand for industrial land in the vicinity of the airport is expected to increase as the magnitude of services offered by the airport increases. Re-location of this project to another site would not reduce the demand to develop this site, and would consequently be expected to only delay and not avoid the identified impacts associated with development of the proposed site.
8. The proposed retention facility which would be constructed with implementation of the project has the potential to alleviate flooding problems along North Little John Creek.
9. Development of light industrial sites away from major roadways and/or the airport would require that industrially generated trips utilize local roadways, compounding circulation and air quality problems. The proposed site affords easy access to the airport and Highway 99. Completion of the Arch/Sperry connection will also provide the site with easy access to Interstate 5. Development of the site to light industrial use represents a logical proposal which will provide efficient circulation thus minimizing traffic generated air quality impacts.
10. The financing of public facilities has been an unresolved issue because of the need for the City to adopt a uniform approach for establishing a desired level of service and to establish equitable cost sharing mitigation measures which will generate the funding necessary to avoid service shortfalls and promote timely construction of needed facilities. The City has approved, in principal, an interim Impact Fee mechanism to fund the future capital facilities needed for the City of Stockton. The City has further retained a consultant to develop a comprehensive finance program which will become the long range solution for the issue. Adoption of the proposed Impact Fee schedule and, subsequently, the comprehensive finance program will resolve the public facilities financing issue. Prior to recordation of any parcel map and/or construction of any building, the proponent will enter into a development agreement which specifies the projects financial responsibility for providing public utilities and services.

11. The City has indicated that, should State or other funding sources be insufficient, it should assist SEWD in funding and construction of the necessary conveyance system to bring New Melones water via Shirley Creek as planned. The Applicant and successors in interest would pay a pro-rata share of capital improvement costs.

RESPONSES TO COMMENTS

ARCH ROAD INDUSTRIAL PARK UNITS 3 AND 4 FINAL EIR

RESPONSE TO THE LOCAL AREA FORMATION COMMISSION (LAFCO), GERALD F. SCOTT, EXECUTIVE OFFICER (SEPTEMBER 1, 1988)

This letter expresses concern over the development of prime agricultural land, the timeliness of the proposed annexation, and its inconsistency with the adopted policies of the City, State, and LAFCo. These issues are discussed in the Geology and Soils Section (page D1) and the Land Use Section (page I-1) of the Draft EIR, as well as on pages 20-22 of the Final EIR. This letter expresses concern about the project. It does not identify any issues which have not been addressed in the EIR, nor does it request additional environmental information.

RESPONSE TO THE STOCKTON METROPOLITAN AIRPORT, GEORGE L. SPADAFORÉ, AIRPORT MANAGER (SEPTEMBER 7, 1988)

All of the issues raised by the Stockton Metropolitan Airport have been appropriately addressed in the EIR. As pointed out by Mr. Spadafore in this most recent correspondence, the EIR clearly discusses the dilemma posed by the regional drainage situation. On one hand, North Little John Creek is already subject to severe flooding problems, and retention is necessary and required by San Joaquin County to mitigate impacts. Conversely, retention facilities could attract additional waterfowl which would interfere with airport operations. The EIR recommends the most viable solution to both problems. The retention facility included in the project is proposed to be designed to empty itself within a 24 hour period after a major storm. If San Joaquin County would allow a higher discharge rate, the pond could be emptied in a shorter period of time. It is not possible to say that this facility would not attract any birds during any 24-hour period that it contains water, thus the EIR must state that this facility "could attract waterfowl". From a practical perspective, this facility will be empty and dry the vast majority of the year, and will not become a reliable watering location for area wildlife. In addition, development of this facility is anticipated to provide a greater capacity for retention than the increase in runoff predicted to result from implementation of the project. Consequently, in addition to mitigating project impacts, the facility could benefit the airport and surrounding land uses by alleviating some of the existing flood potential along North Little John Creek.

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CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
FINANCIAL DIVISION



RESPONSE TO SAN JOAQUIN COUNTY DEPARTMENT OF PLANNING AND BUILDING INSPECTION, BRUCE C. BARACCO, SENIOR PLANNER (SEPTEMBER 8, 1988)

The Land Use Section of the Draft EIR (beginning on page I-1) discusses the land use designations for the site which are identified in the San Joaquin County General Plan and the Stockton General Plan. Similarly, the Land Use Section of the Draft EIR contains an extensive accounting of industrially zoned property within the City. This letter expresses concern about the project. It does not identify any issues which have not been addressed in the EIR, nor does it request additional environmental information.

RESPONSE TO THE STOCKTON-SAN JOAQUIN PUBLIC LIBRARY, DONNA BROWN, ASSISTANT DIRECTOR OF LIBRARY SERVICES (SEPTEMBER 8, 1988)

The project will be subject to the impact fees, including the library fee, in effect at the time the project is developed. It is recognized that these fees have been changed since preparation of the Draft EIR.

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DANA COWELL, CHIEF, ATSD BRANCH (SEPTEMBER 9, 1988)

Caltrans indicates that they are pleased with the mitigation identified in the EIR for the project. As requested, the word "may" should be changed to "will" in the addendum on Page 3, Number 2, last sentence.

RESPONSE TO THE FIRE PREVENTION BUREAU, JOHN B. HYMES, FIRE MARSHAL (SEPTEMBER 12, 1988)

The EIR discusses fire related impacts and mitigation beginning on page K-10 of the Draft EIR, and on page 29 of the Final EIR. As discussed in the appended letter, the fire department anticipates that a financing mechanism for capital improvements will be in place before the project is implemented. This project will pay its fair share of the cost through the impact fee program being proposed. This letter does not identify any issues which have not been addressed in the EIR, nor does it request additional environmental information.



LETTERS OF COMMENT



LOCAL AGENCY FORMATION COMMISSION

LAFCO

OF SAN JOAQUIN COUNTY

1810 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95208
PHONE: 209/468-3198

EXECUTIVE OFFICER
GERALD F. SCOTT

LEGAL COUNSEL
MICHAEL MCGREW
DEPUTY COUNTY COUNSEL

COMMISSION MEMBERS

GEORGE L. BARBER, CHAIRMAN
4TH DISTRICT SUPERVISOR
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ESCALON CITY COUNCIL MEMBER
EVELYN M. OLSON
LODI CITY COUNCIL MEMBER
DOUGLASS W. WILHOIT
2ND DISTRICT SUPERVISOR
EVELYN L. COSTA, ALTERNATE
3TH DISTRICT SUPERVISOR
STANLEY MORTENSEN, ALTERNATE
PUBLIC MEMBER
RICHARD O. HASTIE, ALTERNATE
TRACY CITY COUNCIL MEMBER

September 1, 1988

Mike Niblock
Community Development
City Hall
Stockton, CA 95202

RE: Referral on Arch Road Industrial Park

The proposal for City annexation of the Arch Road Industrial Park Units No. 3 and No. 4, at this time, is inconsistent with LAFCO policies concerning premature annexation of prime agricultural land. This annexation would extend the existing relatively long, narrow peninsula of City territory along Arch Road even further out into the agricultural area. The project could substantially restrict continued agricultural use of adjacent properties.

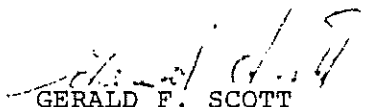
The proposal is inconsistent with City, State, and LAFCO policies which encourage infill annexations and development which would be more efficient use of city services and infrastructure.

The area is within the City's Sphere of Influence and is expected to ultimately develop within the City. The problems of this proposal, however, involve the timeliness of the annexation and resulting agricultural and environmental conflicts.

In view of LAFCO policies and the unavoidable impacts identified in the final Environmental Impact Report, the proposal should be considered premature and the annexation delayed until needed for planned, orderly, efficient expansion of the City.

Thank you for the opportunity to comment on the proposal.

Sincerely,


GERALD F. SCOTT
Executive Officer

GFS:jdh

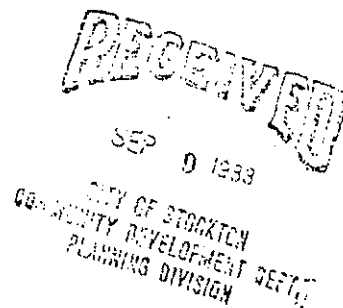
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CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION



COUNTY OF SAN JOAQUIN
DEPARTMENT OF AVIATION
George L. Spadafore
Airport Manager

September 7, 1988

Mr. John Carlson, Director
City of Stockton
Community Development Department
Planning Division
6 E. Lindsay Street
Stockton, CA 95202



Attention: Michael M. Niblock, Associate Planner

SUBJECT: County of San Joaquin - Department of Aviation Response to
City of Stockton Permit Application Number: GPA6-88 and
Z-13-88--Addendum to the Final Environmental Impact Report,
FEIR 1-87 (Arch Road Industrial Park, Units 3 and 4)

Gentlemen:

The San Joaquin County Department of Aviation (Stockton Metropolitan Airport) has reviewed the above subject permit application and the Final Environmental Impact Report (FEIR) with addendums, regarding the proposed Arch Road Industrial Park, Units 3 and 4. As we understand, this project was denied by the Stockton City Council on July 25, 1988, with a request for additional information to be presented in the form of an addendum to the final EIR.

Enclosed is a copy of our letter, dated November 17, 1987, expressing the concerns of the Stockton Metropolitan Airport as they relate to the proposed project. These listed concerns are still valid and applicable to the operational integrity of the Stockton Metropolitan Airport at this time.

In reviewing the Draft EIR dated October 27, 1987, and the Final EIR dated April 18, 1988, it's disturbing to find that little consideration has been given to our concerns regarding retention pond safety hazards located near the Airport. In the DEIR, the consultants acknowledged that a retention pond... "could attract waterfowl to the vicinity. Increased waterfowl in the vicinity of the Airport would represent a serious hazard to local air traffic. However, increased runoff from the site, if unregulated, would contribute to downstream flooding conditions which could inundate taxiways and airport facilities located at lower elevations".

Unfortunately, under the mitigating measures listed in the DEIR, the consultant's response is that if flooding or ponding... "are perceived to create additional hazards for aircraft operations in the vicinity, the proponent is willing to work with the City and County to develop an acceptable alternative". However, no suggestions for alternatives

Mr. John Carlson, Director
City of Stockton, Community Development Department
Addendum FEIR 1-87 - Arch Road Industrial Park, Units 3 and 4

September 7, 1988

Page 2

are mentioned anywhere within either the DEIR or the FEIR. Furthermore, the FEIR states that..."drainage concerns expressed by the Airport present a dilemma to project design".

Since there are no specific recommendations or solutions suggested in either the DEIR or the FEIR to alleviate the problems of flooding and/or detention/retention ponds, the Department of Aviation intends to remain on record in opposition to the proposed project until such time as an approved terminal drainage system, capable of handling all surface runoff water from the proposed development, is designed and approved by the respective City and County Planning and Public Works Divisions.

The San Joaquin County Department of Aviation is not opposed to acceptable industrial development within the Airport environs so long as the necessary mitigation measures to protect the operational integrity of the Stockton Metropolitan Airport are in place and implemented.

If we can provide you with any additional information regarding this matter, please do not hesitate to contact us.

Sincerely,

GEORGE L. SPADAFORE
Airport Manager

By:
Dan DeAngelis
Deputy Airport Manager/Operations

GLS/DD:jb
Enclosure

c: San Joaquin County Board of Supervisors
David D. Rowlands, Jr., County Administrator
County Counsel (John F. Cheadle/Frank V. Bruno)
San Joaquin County Aviation Advisory Committee
Jerry Scott, Exec. Officer, S.J. Co. Local Agency Formation Commission
Peter Verdoorn, Exec. Director, S.J. Co. Council of Governments
Chet Davisson, Director, S.J. Co. Planning & Building Inspection
Henry Hirata, Director, S.J. Co. Public Works Department
John Pfeifer, Manager, Federal Aviation Administration, Burlingame
Sheryl Scarborough, C.E., Federal Aviation Administration, Burlingame
Jack Kemmerly, Chief, California Division of Aeronautics
Fred Stewart, Office of Planning, CA Division of Aeronautics
McClintock, Becker & Associates, Aviation Consultants
Dave Vavzinzcak, Chief, Montezuma Fire District



COUNTY OF SAN JOAQUIN
DEPARTMENT OF AVIATION
George L. Spadafora
Airport Manager

November 17, 1987

Mr. John Carlson, Director
City of Stockton
Community Development Department - Planning Division
6 E. Lindsey Street
Stockton, CA 95202

Attention: Michael M. Niblock, Associate Planner

Subject: County of San Joaquin - Department of Aviation
Response to City of Stockton EIR 1-87-- Draft Environmental
Impact Report for the Arch Road Industrial Park, Units 3 & 4
(SCH#87020302)

Gentlemen:

The County of San Joaquin - Department of Aviation (Stockton Metropolitan Airport) has reviewed the above subject Draft Environmental Impact Report (DEIR) regarding the proposed Arch Road Industrial Park Units 3 and 4. The Department of Aviation thanks you for the opportunity to respond to this proposed project.

As related to you and other agencies in previous correspondence involved in the development of projects near the Stockton Metropolitan Airport, the Department of Aviation is totally opposed to any project that would encroach or infringe upon the operational integrity and efficiency of the airport and/or tend to restrict or constrict activities associated with the airport's operation. As pointed out in previous correspondence from our office, we believe that there are certain basic concerns that cannot be mitigated when projects of this nature are proposed to be located so close to the airport. Some of these basic concerns are as follows:

1. LOCATION:

The proposed project lies within the Airport Area of Influence Boundary, previously established by the Council of Governments/ Airport Land Use Commission (COG/ALUC), adopted by that agency in October 1983. The proposed project would be located in the area where aircraft making approaches for landings and/or taking off from the airport would be subjected to continual overflights. Consequently, any developments in this area would be continually subjected to aircraft overflight and the resultant noise and potential safety hazards. As you know, the Airport Area of Influence Boundary was established by the Airport Land Use Commission to protect the people on the ground near the airport as well as the aircraft utilizing the airport.

2. DRAINAGE/FLOODING:

Currently, there are natural sloughs and waterways that run on or about the airport property which drain surface rain water from the area on or near the airport. Any development or construction in the airport area that would affect the absorption of the water and/or its runoff that changes the current natural water system could cause flooding of the airport property and its attendant runways and taxiways. Naturally, if flooding should occur, it would shut down the airport's aviation activity, including air carrier operations. Therefore, any proposed project developed in and about the airport has to be extremely careful that it does nothing to disrupt the current water flow and drainage system affecting airport property.

3. RETENTION PONDS:

The proposed project has plans to construct a 10.6 acre retention pond to mitigate any potential problems from water drainage created by that project. As cited in the study, "The conversion of the existing agricultural use to an urban use will result in the majority of the site being covered with impervious surfaces. This will result in less infiltration, an increase in the volume of storm water runoff, and a decrease in the time required to reach peak runoff volume". Any water ponding (natural or artificial), becomes a major water fowl attractant. Consequently, if the developers of the proposed project do plan to build the aforesaid mentioned 10.6 acre retention pond, the airport would be totally opposed to its construction. As you undoubtedly know, the Central San Joaquin Valley is a major water fowl flyway. Birds in and about an airport create an extremely hazardous environment due to potential aircraft bird strikes. Consequently, additional ponding near the airport, would serve as another bird attractant and increase potential safety hazards as a result of more birds in the nearby vicinity of the airport, especially when it would be in the nearby area to the approach end of the main Runway 29R at Stockton Metropolitan Airport. As you know, the City of Stockton refuse disposal site is located a short distance from the airport on Austin Road and already attracts a large number of seagulls on a daily basis. These birds will frequent any water ponding available. Therefore, as stated previously, any proposed project near the airport with proposed ponding would not be acceptable to the airport.

4. STRUCTURAL HEIGHT REQUIREMENTS:

Any project built this close to the airport would have to be extremely cognizant of structural height requirements and be in compliance with the airport conical and horizontal air space slope area so that any new facilities would not interfere with the utilization of the airport by aircraft. Of course, anything that would be in violation of the various requirements and/or present a potential safety hazard, would cause the airport to be in opposition to such a proposed structure. Furthermore, the Federal Aviation Administration (FAA) would not give approval to construction of such a facility near the airport if it did not comply with its requirements. Any proposed construction or development in this area would have to be in accord with FAA and airport regulations. More specifically, a proposed developer of this property would probably have to file an FAA Form 7460-1 (Notice of Construction), for the development of this property.

5. LIGHT AND REFLECTIVE MATERIALS:

Proposed developments in and about the airport should be cognizant of the fact that the use of lighting and/or materials such as glass or shiny metal that would present a reflective glare to aircraft attempting to land at the airport should not be used whenever possible. I believe that you are vividly aware of the current concerns with the lighting problem at the County Sports Complex located just north of the airport's main runway on Highway 99 Frontage Road.

6. AIRCRAFT NOISE:

Any proposed development near the airport should be made vividly aware of aircraft activity and/or noise created by aircraft utilizing the airport. As you know, the County of San Joaquin has submitted an application to the Federal Aviation Administration for funding of a FAR Part 150 Airport Noise Study to determine land uses that would be compatible, or non-compatible, with airport operations. This study, once completed, would be an invaluable tool to all city/county agencies involved with the development of proposed projects near the airport. Consequently, any proposed development should be made abundantly aware of potential aircraft noise.

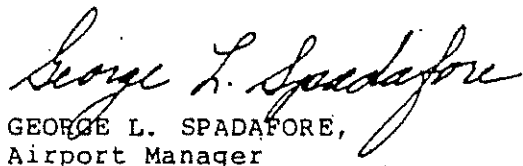
7. INTERFERENCE WITH RADIO COMMUNICATION AND/OR NAVIGATIONAL AIDS:

Of course, the Airport would be opposed to any activity that would have a detrimental effect on radio communications, radio frequencies and/or navigational aids, either at the airport or being used by aircraft attempting to use the airport.

Remember, the airport had its beginnings in its current location in the mid-1920's. It is not the airport that is infringing or encroaching into the proposed development area. It was located in its current area many years ago to avoid any potential conflict with the urbanized areas of our community. Stockton Metropolitan Airport is one of the primary community transportation resources that will help enhance the future growth and development of San Joaquin County and the surrounding areas. Furthermore, remember, that Stockton Metropolitan Airport currently provides 668 direct and indirect jobs, an annual payroll of approximately \$14.5 million dollars, and an economic impact value of \$47.5 million dollars annually for our community. It is essential that we preserve and protect our airport's operational integrity NOW!

If we can provide you with any additional information regarding this matter, please do not hesitate to contact me.

Sincerely,


GEORGE L. SPADAFORE,
Airport Manager

GLS:mlm

c: San Joaquin County Board of Supervisors
David D. Rowlands, Jr., County Administrator
County Counsel (John F. Cheadle/Steven B. Bassoff)
San Joaquin County Aviation Advisory Committee
Jerry Scott, Executive Officer, Local Agency Formation Commission
of San Joaquin County
Peter Verdoorn, Exec. Director, San Joaquin Council of Governments
Chet Davisson, Director, San Joaquin County Planning & Building
Inspection Division
Henry Hirata, Director, San Joaquin County Public Works Department
Michael J. Mavrakakis, Federal Aviation Administration, Burlingame
John Pfeifer, Federal Aviation Administration, Burlingame
Jerry Martin, Manager, Stockton Air Traffic Control (FAA)
Jack Kemmerly, Chief, California Division of Aeronautics
Fred Stewart, Office of Planning, Division of Aeronautics
McClintock, Becker & Associates, Aviation Consultants
Dave Vavzinzcak, Chief, Montezuma Fire District



SAN JOAQUIN COUNTY
DEPARTMENT OF PLANNING AND BUILDING INSPECTION

1810 E. HAZELTON AVE., STOCKTON, CA 95205
PLANNING PHONE: 209/468-3120
BUILDING PHONE: 209/468-3123

CHET DAVISSON
Director

JERRY HERZICK
Deputy Director

TOM WALKER
Deputy Director

September 8, 1988

Planning Division
City of Stockton
6 East Lindsay Street
Stockton, CA 95202

Attn: Mike Niblock, Associate Planner

Gentlemen:

Re: Comments on Arch Road Industrial Park, Units 3 and 4
(GPA6-88 and Z-13-88)

The San Joaquin County Planning Division has reviewed the "new" application for the Arch Road Industrial Park, Units 3 and 4, and offers the following comments:

1. The proposed project is not consistent with the County General Plan, which designates the project site as "Agriculture."
2. Neither the project proponent nor the City have demonstrated a need for additional industrially zoned land. The Addendum to the Final Environmental Impact Report states on Page 16: "There is currently an abundance of vacant industrially zoned property within the City." That condition makes this proposal premature. In addition, development of this project will place significant pressure on adjacent agricultural lands to convert to nonagricultural uses.
3. Between the lack of infrastructure available to the project site, and the road network improvements required just to attain Level of Service "D", this project can be characterized as leapfrog development. As such, the Planning Division cannot support a recommendation for approval.

Thank you for the opportunity to comment.

Sincerely,

Bruce C. Baracco
BRUCE C. BARACCO
Senior Planner

BCB/blm

STOCKTON-SAN JOAQUIN COUNTY PUBLIC LIBRARY

MEMORANDUM

September 8, 1988

TO: John Carlson, Director of Community Development
ATTN: MIKE NIBLOCK

FROM: Donna Brown, Assistant Director of Library Services

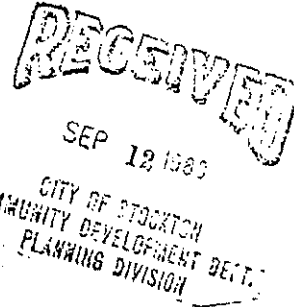
SUBJECT: PERMIT APPLICATION, ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4

Since the completion of the initial EIR for this project, the City has made changes in the fiscal impact analysis as it relates to libraries and industrial development.

The EIR for the Arch Road Industrial Park should address the issue. The Branch Library Location Study recommendations which were referred for inclusion in the City General Plan should be consulted before the proposed project EIR receives approval.

The most recent proposal on impact fees as they relate to libraries should be addressed by project planners.

DB:kas



DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)

STOCKTON, CA 95201

TDD (209) 948-7853

(209) 948-7906



September 9, 1988

10-SJ-99-14.61
City of Stockton
Arch Road Industrial Park
Units 3 & 4
Addendum to FEIR 1/87,
Findings & Statement of
Overriding Conditions

Mr. Mike Niblock
City of Stockton
Community Development
6 East Lindsay Street
Stockton, CA 95202

Dear Mr. ^{Mike} Niblock:

Caltrans has reviewed the addendum to the Final EIR, the Findings and the Statement of Overriding Conditions for the Arch Road Industrial Park Units 3 & 4, and offers the following comments.

We are pleased to see that the addendum and the findings support the applicant's participation in the fair share contribution to necessary improvements to the Arch Road/Highway 99 interchange and to related Highway 99 mainline facilities to achieve a Level of Service that conforms to State Urban Highway Standards. We believe the project proponents should also be required to participate in a fair share contribution to necessary improvements to the Mariposa Road/Highway 99 interchange.

We also recommend that the word "may" be changed to "will" in the addendum on Page 3, Number 2 and last sentence. The sentence would then read, "A Project Study Report (PSR) for this mitigation measure will be required."

Caltrans appreciates the opportunity to comment on the addendum and related material for the Arch Road Industrial Park Units 3 & 4. Any questions regarding these comments may be directed to Ken Baxter, telephone (209) 948-7936.

Very truly yours,

DANA COWELL
Chief, ATSD Branch

cc: P Verdoorn/SJCCOG
K Tam/SJCAPCD

RECEIVED

SEP 12 1988

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT
PLANNING DIVISION

Memorandum

September 12, 1988

TO: Mike Niblock, Associate Planner
FROM: John B. Hymes, Fire Marshal
SUBJECT: GPA6-88 AND Z-13-88

We have reviewed the addendum to FEIR1-87 and offer the following comments.

Other than grass-related incidents, the project site will not require immediate service. We would expect a financing mechanism for capital improvements to be in place before the project is begun; therefore, funding will be available for at least the hard costs of fire facilities. Via an impact fee, the developer will pay his share of the needed improvements. It is then up to the City to determine if it is feasible to fund the operational costs of the facility.

Based on the development of an engine house in the vicinity of Arch Road and Airport Way, the Fire Department feels that this project can be properly served.

To that end, we recommend approval of the General Plan Amendment and Rezoning. Please call me at 944-8271 for further clarification.


JOHN B. HYMES, FIRE MARSHAL
FIRE PREVENTION BUREAU

ec



CITY OF STOCKTON

COMMUNITY DEVELOPMENT DEPARTMENT

CITY HALL
STOCKTON, CA 95202-1997
(209) 944-8266

June 23, 1988

Honorable City Council
City of Stockton, CA

CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4 (EIR1-87)

At its regular meeting of May 26, 1988, the City Planning Commission reviewed and considered the Final Environmental Impact Report (EIR1-87) for the proposed development of a light industrial park on approximately 496 acres located generally east of State Route 99, between Arch and Mariposa Roads (Arch Road Industrial Park, Units 3 and 4).

The project will require various discretionary approvals, including, but not limited to, a General Plan amendment, rezoning, annexation, and a tentative subdivision map from the City of Stockton. EIR1-87 is intended to provide information relative to the discretionary reviews and approvals by the City as well as by other public agencies. The related General Plan amendment and rezoning requests have been scheduled for consideration on this agenda and are described in the Planning Commission report for GPA2-87 and Z-2-87.

The Final EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines and for Implementation of CEQA. The purpose of the report is to inform public decision makers and the general public of the environmental effects of the proposed project and identify mitigation measures and possible alternatives to the project. The concerns of public agencies with permit or review authority for various aspects of this project have been obtained wherever possible and were addressed in the Draft EIR. Any additional environmental concerns that arose during the review of the Draft EIR were addressed and incorporated into the Final EIR. The Final EIR includes the Draft EIR, the comments received on the Draft EIR, and the City's responses to the comments (previously transmitted to the Council).

During the hearing on EIR1-87, GPA2-87, and Z-2-87, no one appeared at the public hearing with specific comments relating to the adequacy of EIR1-87. Nonetheless, much of the discussion

Exhibit I

during the hearing regarding the General Plan amendment and rezoning focussed on issues which are addressed in EIR1-87.

The City Council must review, consider, and certify the Final EIR as to its adequacy and compliance with the State and City CEQA Guidelines prior to approval of any related discretionary permits.

A complete project description, the project's environmental setting, numerous impacts and mitigation measures as well as alternatives to the proposed project are fully addressed in the Final EIR and consolidated in the attached Summary.

It should be noted that all significant adverse environmental effects identified in the Final EIR must be mitigated to an acceptable level (e.g., by incorporating the applicable mitigation measures as enforceable conditions of approval on related discretionary requests) or it must be determined that the effects are acceptable due to overriding concerns (State CEQA Guidelines, Section 15092). With regard to this project, most mitigation measures listed in the Final EIR which are required to reduce impacts to an acceptable level may be included as conditions of approval on subsequent tentative maps and/or other conditional authorizations.

The Final EIR identified several unavoidable or unresolved significant and/or potentially significant adverse environmental effects which may result from the implementation of the proposed project. These unavoidable or unresolved impacts include the following:

1. Implementation of the proposed project would result in the premature conversion of around 496 acres of productive agricultural land to urban uses. Approximately one-third of the site consists of prime agricultural soils. There is no measure possible to mitigate the impact of removing prime and other productive agricultural land from productions, other than leaving the site in agricultural use. In order to approve the project, the City and LAFCO will be required to adopt a "Statement of Overriding Considerations". Also, no mitigation measures can completely eliminate the potential land use conflicts if urban development occurs adjacent to farming operations.
2. The proposal conflicts with several policies of the City of Stockton's General Plan related to infill infrastructure and services, premature conversion of productive agricultural land to increase the supply of available industrially zoned land, etc.
3. In terms of air quality, San Joaquin County is a nonattainment area for CO, ozone, and particulates, and thus, any contribution from a project of this magnitude can be considered significant due to the cumulative degradation in air quality.

4. City services and the facilities necessary to provide them, including police, fire and other emergency services, parks and recreation, general government, library, water supply and distribution, wastewater collection and treatment, and the provision of streets and intersections, etc., would be significantly impacted by the project. The financing of public facilities has been, to date, an unresolved issue because of the need for the City to adopt a uniform approach for establishing a desired level of service and to establish equitable cost sharing mitigation measures which will generate the funding necessary to avoid service shortfalls and promote the timely construction of needed facilities.
5. The City Fire Department has indicated that the extension of fire/emergency services to this project site is beyond acceptable limits for emergency response, pending provision of a fully manned engine company or other acceptable mitigation measures, as deemed appropriate by the Fire Chief.

The State CEQA Guidelines provide, under Section 15091, that:

"No public agency shall approve or carry out a project for which an EIR has been completed which identified one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding."

Section 15092 of the State CEQA Guidelines, more specifically, states that:

- (a) After considering the final EIR and in conjunction with making findings under Section 15091, the Lead Agency may decide whether or how to approve or carry out the project.
- (b) A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless either:
 - (1) The project as approved will not have a significant effect on the environment; or
 - (2) The agency has:
 - (A) Eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091; and
 - (B) Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093.

Furthermore, Section 15093 provides that:

- (a) CEQA requires the decision maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable".
- (b) Where the decision of the public agency allows the occurrence of significant effects which are identified in the Final EIR but not at least substantially mitigated the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

Pursuant to the requirements of Sections 15091-15093 of the State CEQA Guidelines, a set of findings for each identified significant environmental effect and project alternative and statements of overriding consideration were prepared for and recommended by the Planning Commission for any related project approvals (see the "Environmental Findings and Statements of Overriding Consideration for the Arch Road Industrial Park, Units 3 and 4" which is attached to the Planning Commission report on GPA2-87 and Z-2-87). In the event that the City Council wishes to approve the project based on the determination that the anticipated benefits of the proposal outweigh the unavoidable or unresolved adverse environmental effects, the Council must adopt the findings and statements of overriding consideration as recommended or as otherwise deemed appropriate.

It should be noted that prior to the Planning Commission hearing, several letters were received from public agencies in response to the referral of the General Plan amendment and rezoning applications and the Final EIR. The letters express concerns or make recommendations regarding the content and adequacy of the Final EIR and suggest additional mitigation measures. These letters were reviewed and considered as part of the environmental documentation for the proposed project. The City Council must also review and consider these letters and may require project modifications or enforceable conditions of approval on subsequent related discretionary actions in accordance with the recommendations made in the above-noted letters (see attached letters).

After reviewing and considering the Final EIR, and all related environmental documentation, the Planning Commission voted 7 to 0 (Johnson absent and one vacancy) to recommend certification of EIR1-87 based on the following findings:

Honorable City Council
June 23, 1988
Page 5

1. The Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Stockton Guidelines for Implementing CEQA.
2. The City Planning Commission has reviewed and considered the Final EIR prior to any related project approvals and has found it to be adequate for said approvals.

The Planning Commission recommends that the City Council also certify Final EIR1-87 based on the following findings:

1. The Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Stockton Guidelines for Implementing CEQA.
2. The City Council has reviewed and considered the Final EIR prior to any related project approvals and has found it to be adequate for said approvals.

Notification: Notice in the Stockton Record ten (10) days prior to the public meeting.

John Carlson

JOHN CARLSON, SECRETARY
CITY PLANNING COMMISSION

JC:sl

Attachments

cc: City Manager w/attachments
City Attorney w/attachments

John Carlson

STAFF REPORT
P. C. Agenda
May 26, 1988

STAFF REPORT

Item F-1a: ENVIRONMENTAL CLEARANCE - Environmental Impact Report
Case No. EIR1-87, Fite Development, et al

Data: At its regular meeting of May 26, 1988, the City Planning Commission will review and consider the Final Environmental Impact Report (EIR1-87) for the proposed development of a light industrial park on approximately 496 acres located generally east of State Route 99, between Arch and Mariposa Roads (Arch Road Industrial Park, Units 3 and 4).

The project will require various discretionary approvals, including but not limited to, a General Plan amendment, rezoning, annexation, and a tentative subdivision map from the City of Stockton. EIR1-87 is intended to provide the required environmental documentation for all related discretionary reviews and approvals by the City as well as by other public agencies. The related General Plan amendment and rezoning requests have been scheduled for consideration on this agenda as Item H-1 (Case Nos. GPA2-87 and Z-2-87, respectively). The requests and the surrounding General Plan designations, zoning, and land uses are described in the staff report for GPA2-87 and Z-2-87.

The Final EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines and City of Stockton Guidelines for Implementation of CEQA. The purpose of the report is to inform public decision makers and the general public of the environmental effects of the proposed project and identify mitigation measures and possible alternatives to the project. The concerns of public agencies with permit or review authority for various aspects of this project have been obtained wherever possible and were addressed in the Draft EIR. Any additional environmental concerns that arose during the review of the Draft EIR were addressed and incorporated into the Final EIR. The Final EIR includes the Draft EIR, the comments received on the Draft EIR, and the City's responses to the comments (previously transmitted to the Commission).

General Plan: The City's General Plan designates the site for Open Space/Agricultural land uses.

Discussion: The Planning Commission, as well as the City Council, must review, consider, and certify the Final EIR as to its adequacy and compliance with the State and City CEQA Guidelines prior to approval of any related discretionary permits.

A complete project description, the project's environmental setting, numerous impacts and mitigation measures as well as alternatives to the proposed project are fully addressed in the Final EIR and consolidated in the attached Summary.

It should be noted that all significant adverse environmental effects identified in the Final EIR must be mitigated to an acceptable level (e.g., by incorporating the applicable mitigation measures as enforceable conditions of approval on related discretionary requests) or it must be determined that the effects are acceptable due to overriding concerns (State CEQA Guidelines, Section 15092). With regard to this project, most mitigation measures listed in the Final EIR which are required to reduce impacts to an acceptable level may be included as conditions of approval on subsequent tentative maps and/or other conditional authorizations.

The Final EIR identified several unavoidable or unresolved significant and/or potentially significant adverse environmental effects which may result from the implementation of the proposed project. These unavoidable or unresolved impacts include the following:

1. Implementation of the proposed project would result in the premature conversion of around 496 acres of productive agricultural land to urban uses. Approximately one-third of the site consists of prime agricultural soils. There is no measure possible to mitigate the impact of removing prime and other productive agricultural land from production, other than leaving the site in agricultural use. In order to approve the project, the City and LAFCO will be required to adopt a "Statement of Overriding Considerations". Also, no mitigation measures can completely eliminate the potential land use conflicts if urban development occurs adjacent to farming operations.
2. The proposal conflicts with several policies of the City of Stockton's General Plan related to infill development, orderly and efficient expansion of urban infrastructure and services, premature conversion of productive agricultural land to increase the supply of available industrially zoned land, etc.
3. In terms of air quality, the San Joaquin County is a nonattainment area for CO, ozone, and particulates, and thus, any contribution from a project of this magnitude can be considered significant due to the cumulative degradation in air quality.
4. City services and the facilities necessary to provide them, including police, fire and other emergency services, parks and recreation, general government,

library, water supply and distribution, wastewater collection and treatment, and the provision of streets and intersections, etc., would be significantly impacted by the project. The financing of public facilities has been to date an unresolved issue because of the need for the City to adopt a uniform approach for establishing a desired level of service and to establish equitable cost sharing mitigation measures which will generate the funding necessary to avoid service shortfalls and promote the timely construction of needed facilities.

5. The City Fire Department has indicated that the extension of fire/emergency services to this project site is beyond acceptable limits for emergency response, pending provision of a fully manned engine company or other acceptable mitigation measures, as deemed appropriate by the Fire Chief.

The State CEQA Guidelines provide, under Section 15091, that:

"No public agency shall approve or carry out a project for which an EIR has been completed which identified one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding."

Section 15092 of the State CEQA Guidelines, more specifically, states that:

- (a) After considering the final EIR and in conjunction with making findings under Section 15091, the Lead Agency may decide whether or how to approve or carry out the project.
- (b) A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless either:
 - (1) The project as approved will not have a significant effect on the environment; or
 - (2) The agency has:
 - (A) Eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091; and
 - (B) Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are

acceptable due to overriding concerns as described in Section 15093.

Furthermore, Section 15093 provides that:

- (a) CEQA requires the decision maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable".
- (b) Where the decision of the public agency allows the occurrence of significant effects which are identified in the Final EIR but not at least substantially mitigated the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

In the event that the Planning Commission wishes to recommend approval of the project based on the determination that the anticipated benefits of the proposal outweigh the unavoidable or unresolved adverse environmental effects, staff will have available a list of possible findings/-statements of overriding considerations.

It should be noted that several letters have been received from public agencies in response to the referral of the General Plan amendment and rezoning applications and the Final EIR. The letters express concerns or make recommendations regarding the content and adequacy of the Final EIR and suggest additional mitigation measures. These letters are attached and should be reviewed and considered as part of the environmental documentation for the proposed project. The Planning Commission and/or City Council may require project modifications or enforceable conditions of approval on subsequent related discretionary actions in accordance with the recommendations made in the above-noted letters.

Recommendation: It is recommended that the Planning Commission certify Final EIR1-87 based on the following findings:

1. The Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Stockton Guidelines for Implementing CEQA.

2. The City Planning Commission has reviewed and considered the Final EIR prior to any related project approvals and has found it to be adequate for said approvals.

May 19, 1988

Note: Staff reports are prepared well in advance of the Planning Commission consideration of the proposal and reflect the staff's view based on the best available information at the time the report was formulated. Evidence submitted during the course of the public meeting may require a re-evaluation of the staff's position.

MINUTES OF THE
CITY PLANNING COMMISSION

A regular meeting of the City Planning Commission was held on Thursday, May 26, 1988, at 7:30 p.m., in the Council Chambers, second floor, City Hall, with Chairwoman Doris Powell presiding.

PRESENT: Chairwoman Doris Powell, Vice-Chairwoman Karen Graff Ward, Planning Commissioners Stella Alonzo, Frank Cusumano, Wiley Henderson, Ronald Richards, and Carole Smith; Community Development Director John Carlson, Deputy Director Bob Ching, Deputy City Attorney John Moran, Associate Planners Sam Mah and Michael Niblock.

ABSENT: Commissioner Frank Johnson.

Consent Items:

MOTION: It was duly moved (Henderson), seconded (Powell) and carried 6 to 0 (Johnson and Smith absent) that the following consent items be approved:

1. Minutes of the meetings of May 5 and 12, 1988.
2. Initial Study:
 - a. City of Stockton (IS9-88) General Plan amendment from Low-Density and High-Density Residential to Commercial, and rezoning from R-1, Single-Family District, to C-2, General Business District, for property located on the south side of Bianchi Road, west of West Lane.
3. Conformity With the General Plan: The request of the County of San Joaquin, pursuant to Government Code Section 65402, to certify the site proposed for acquisition for conversion to a facility for records storage and offices at 630 North California Street (formerly Morris Bros.).

Chairwoman Powell read a statement relative to the disclosure of campaign contributions and the policy regarding applications that are pending before the Commission into the record.

Commendations:

Commendations were presented to Councilperson Floyd Weaver and to Lodi City Attorney Bob McNatt for their years of service to the Planning Commission. The Commission expressed their gratitude to both of the gentlemen and wished them both good luck in their new endeavors.

"Additionally, the Committee recognizes that traffic is of increasing importance to all neighborhoods and in light of the concerns expressed at the meetings relative to on-street parking at the radius curve on the northwest corner of Pacific Avenue and Regent Court, the Committee would request the Public Works Department investigate the feasibility of red lining this curve to preclude parking.

"Note: For the Commission's information, the applicant, on May 23, 1988, filed for a rezoning from R-3 to R-1 and C-R. The item will be scheduled at the next available meeting. Also attached is a copy of the modified plot plan for the parking lot addition."

Tim Rubesh, of Krommenhoek/McKeown and Associates, 1515 Morena Boulevard, San Diego, representing Great American Savings Bank, spoke in favor of the proposal and concurred with the Committee report.

Walter Nyberg and Ruth Nyberg, 420 Bristol Avenue, supported the action of the Committee.

No one else desired to be heard and the public hearing was closed.

MOTION: It was duly moved (Powell), seconded (Ward) and carried 5 to 0 (Alonzo and Richards stepped down, Johnson absent) that the action of the Committee be the action of the Commission.

(Commissioners Alonzo and Richards returned to their seats).

(Recess was taken at 8:20 p.m.)

(The meeting resumed at 8:37 p.m.)

Environmental Impact Report: Fite Development, et al (EIRI-87) - Annexation, General Plan amendment, rezoning, and subdivision map for the development of a light industrial park on approximately 496 acres generally located east of State Route 99, between Arch and Mariposa Roads (Arch Road Industrial Park, Units 3 and 4); and

Public Hearing: To consider the request of Fite Development, et al, for a General Plan amendment from Open-Space Agriculture to Industrial, and rezoning to M-1, Light Industrial District, for property located on approximately 496 acres generally east of State Route 99, between Arch and Mariposa Roads (GPA2-87 and Z-2-87:

The public hearing was declared opened and the Affidavits of Mailing and Publication were filed.

Associate Planner Mike Niblock described the subject requests and the surrounding land uses. He stated that there are several representatives present who can respond to any questions the Commission might have with regard to the above requests. Also present are representatives from the City's

Municipal Utilities Department, Fire Department and Public Works Department/Traffic Division.

Morris Allen, Municipal Utilities Director, stated that at this time the City's sewer system is inadequate to service this area and if this request is approved, it will be necessary for the proponents to participate in the financing of the infrastructure improvements. In the case that other development does not occur, then it will be the responsibility of the proponents to finance the necessary improvements.

Commissioner Alonzo addressed the fire issue as it relates to this request and Fire Marshall Hymes said that the City would have difficulty serving this area and they are concerned because of the remoteness of the project. An adequate response time would be 3 to 4 minutes or 1 mile away from the proposed site. He stated that a fully sprinklered structure would help to mitigate this issue but that the approval of the requests would further add to the burden that presently exists in serving this area. As far as another fire station being constructed to service this area, the Capital Improvement Program recently approved by the City Council did not include a fire station for this vicinity.

Jim Kirschman of Oates and Fite Development, 9857 Horn Road, Sacramento, addressed the Planning Commission and responded to their questions regarding the development of this site. He asked that if the Planning Commission is ultimately going to rezone the land, do it now so that they can plan accordingly and allocate the monies to construct those facilities. He further indicated that if the Planning Commission is concerned about their commitment, conditions can be put on at the time the tentative subdivision map is filed. He described their record since they have began development of industrial parks within the City of Stockton which has been since 1974 and how successful they have been; they have not only brought companies into this area that would have located elsewhere but have also created jobs. This proposal will allow them to accommodate larger companies. He displayed renderings of existing developments and stated that they have worked hard to bring large businesses to Stockton and 80% of their industrial park space is leased, however, they will always have vacant buildings because they have to have a certain amount of inventory for tenants who desire to locate in Stockton.

Mr. Kirschman described some of the existing types of businesses that have leased space within their industrial park developments, such as Toys R Us, Pepsico, PDM Steel (which employs 100 employees) and noted that had they not had industrial land available at the time that these business were looking for space to lease, they would located elsewhere.

Mr. Kirschman noted that industrial developments located midtown are not successful nor desirable because of the traffic situation that exists within the City. This particular property is desirable because of its location near State Route 99 and I-5 Freeway.

Bill Dorsey, 1740 Cortez, spoke in favor of the proposal and attested to the track record that Fite Development has established for developing industrial land since they came to Stockton in 1984.

George Sangster, Economic Development Director for the Chamber of Commerce, stated that the Board of Directors support the Fite project. He described all the industrial activity that has taken place since these developers have began developing in the City of Stockton. He mentioned that these developers have a track record here and in the Sacramento area. He does not feel that these requests are premature. With regard to the percentage of vacant industrial space, he stated that marketing is the key to the success of developing this type of property and that Fite Development has done just that. He stated that the Planning Commission has a tremendous impact on the quality of life and must base their decisions with this in mind.

Terry Barrie, representing CalTrans, stated that they are not entirely opposed to the project but restated their opposition to the requests because of their concerns with the traffic that will be generated along State Route 99. The traffic volumes that are projected will take some major reconstruction of the highway interchange and that 8 lanes will ultimately be needed to allow for the traffic volumes at this particular interchange. These are impacts that will have to be shared by the State, City, and the developers as projects are approved for this area. He also mentioned that this problem is not only local but is occurring within the entire State along State Route 99.

Commissioner Alonzo asked if the State provides a mechanism by which the developer can contribute to the widening of State Route 99 in order to carry that portion of traffic that will be generated. Mr. Barrie stated that the State does not have such a mechanism but that the City is in the process of adopting an ordinance that will allow for such fees to be collected and for developers to contribute their fair share.

Gregg Meissner, Traffic Engineer, Traffic Division, explained that the funding mechanisms referred to by Mr. Barrie will be included within the impact fees that the City Council is presently considering and the formula for such fees is based on California Transportation Commission's funding policy which states that new interchanges serving strictly local traffic will be 100% locally funded. Existing and other improvements will be funded on a shared basis based on traffic and other considerations.

A resident of 4328 McFargoa, spoke in opposition to the proposal.

In rebuttal, Mr. Kirschman again stated that he is willing to participate to the infrastructure improvements as required and asked that the Commission act favorably on his proposal.

No one else desired to be heard and the public hearing was closed.

Upon deliberation on the matter and in view of the testimony presented by the proponent and his proven track record in developing industrial land within the City since

1974 and 80% of those buildings are leased which is a significant factor, it was the consensus of the Commission that this project should be approved as requested.

MOTION: It was duly moved (Cusumano), seconded (Henderson) and carried 7 to 0 (Johnson absent) to recommend certification of Final EIRL-87 for Fite Development, et al, based on the findings as listed in the staff report.

MOTION: It was duly moved (Cusumano), seconded (Henderson) and carried 7 to 0 (Johnson absent) to recommend approval of the General Plan amendment and rezoning requests based on the following findings:

1. The proposal conforms to the City of Stockton General Plan policies for the location of the proposed General Plan designation and for the M-1 zoning district.
2. The land uses allowed under the proposed General Plan designation and related rezoning will be acceptably compatible with existing and proposed land uses in the immediate vicinity of the site.
3. The Planning Commission has reviewed and considered the Final Environmental Impact Report (EIRL-87) and has certified it as being adequate prior to approving or recommending any related project approvals. Furthermore, with the exception of the unavoidable or unresolved adverse environmental effects of the project, all other potentially adverse environmental effects of subsequent development of the area will be mitigated to an acceptable level through project design and/or by enforceable conditions of approval on the associated discretionary permits and construction permits for specific development within the project area.
4. The anticipated benefits of this proposal outweigh the unavoidable or unresolved adverse environmental effects of the project as supported by the "Environmental Findings and Statements of Overriding Considerations for the Arch Road, Industrial Park, Units 3 and 4" which are, hereby, adopted as findings for approval of the subject requests.
5. Recent annexations, land use decisions and physical developments within the airport environs make the site contiguous and logical for development in the City.
6. The site can be adequately served by municipal services, contingent upon approval of a Development Agreement for said improvements and annexation to the City of Stockton.

BOARD OF TRUSTEES

James Culbertson, Pres.
Mary Anna Love, Vice Pres.
Patricia E. Vannucci, Sec'y.
Tommy Joyce
Earl Pimentel
Virginia Mathews
Daniel L. Flores
John D. Mast, M.D.

SAN JOAQUIN LOCAL HEALTH DISTRICT

1601 East Hazelton Avenue, P.O. Box 2009

Stockton, California 95201

(209) 468-3400

Jogi Khanna, M.D., M.P.H., District Health Officer

SERVING

City of Lodi
San Joaquin County
San Joaquin County
City of Escalon
City of Manteca
City of Ripon
City of Stockton
City of Tracy
San Joaquin County

May 9, 1988

Mr. Michael M. Niblock
Community Development Department
Planning Division
City of Stockton
6 East Lindsay Street
Stockton, CA 95202

RECEIVED

MAY 12 1988

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

Ref: Final Environmental Impact Report
Arch Road Industrial Park

Dear Mr. Niblock:

The San Joaquin County Air Pollution Control District has reviewed the Final Environmental Impact Report (EIR 1-87) for the Arch Road Industrial Park, Units 3 and 4 wherein an Annexation, General Plan Amendment, Rezoning, and Subdivision of approximately 496 acres are proposed to facilitate the development of a light industrial park. The District has the following comments and recommendation.

1. Proponents of the project recognize that the San Joaquin County is a nonattainment area for carbon monoxide (Stockton metropolitan area only), ozone and particulate matter standards. Considering that urban uses are principal contributors to carbon monoxide and ozone levels, both project specific and cumulative impacts would be significant.
2. The EIR needs to provide a more detailed analysis regarding the increased vehicular traffic, specifics of the proposed light industry and details of any measures to mitigate the air quality impact of this project. For example, only a passing reference is made to trip reduction measures which could be very successful in reducing emissions as well as traffic congestion on the roads.
3. The District requests the applicant to quantify emissions from the increased vehicular traffic and industrial development and conduct modeling to determine the projected air quality impact of the proposed project.

Michael M. Niblock
Planning Division
City of Stockton
Re: Arch Road Industrial Park
Page Two

4. Considering the nonattainment status with respect to the key pollutants, and the fact that currently 65% of the existing industrially zoned land within the City is vacant, the District does not concur with the applicant's opinion that the proposed land use represents the ultimate, highest, and best use of the property.

The District appreciates the opportunity to comment on the EIR. If you have any questions regarding the matter, please do not hesitate to contact me at (209)468-3473.

Jogi Khanna, M.D., M.P.H.
District Health Officer and
Air Pollution Control Officer


Lakhmir Grewal, Director

HA Air Pollution Control District

27

STOCKTON/SAN JOAQUIN COUNTY PUBLIC LIBRARY
605 North El Dorado Street
Stockton, CA 95202

MEMORANDUM

Date: May 9, 1988

TO: John Carlson, Director of Community Development
ATTENTION: Mike Niblock, City Planning Commission

FROM: Donna Brown, Assistant Director of Library Services

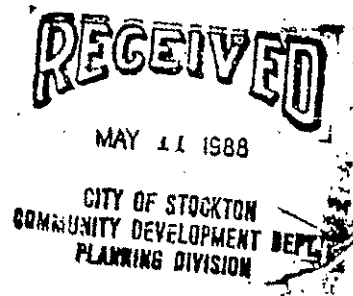
SUBJECT: ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4 (FINAL EIR 1-87)

Page 2 of the EIR omits library services from the list of public services for adoption of Developer Impact Fees being considered by the City Council.

The city is considering impact fees for library services. These fees will apply to businesses as well as to residential development. Businesses of all types impact library services, especially because of their need for information.

The EIR should include library services among those public services to be impacted.

DB:beb



Planning -

STATE OF CALIF.-BUS. AND TRANS. AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
P.O. Box 2048 (1976 E. Charter Way).
STOCKTON, CA 95201
(209) 948-7906

RECEIVED

MAY 23 1988

May 19, 1988

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

10-SJ-99-14.61
City of Stockton
Arch Rd Industrial
Park Units 3 & 4
Final EIR SCH#87020302

Mr. John Carlson
City of Stockton
Community Dev Department
Planning Division
6 Lindsay Street
Stockton, CA 95202

Dear Mr. Carlson:

Caltrans has reviewed the Final EIR for the Arch Road Industrial Park Unit 3 and 4 and offer the following comments.

The report identifies the following need for significant roadway width improvements to accommodate cumulative plus project traffic:

Mariposa Rd and Route 99 overcrossing	six lanes
Arch Rd and Route 99 overcrossing	eight to ten lanes
Route 99 south of Arch Rd	four lanes
Route 99 from Arch Rd to Farmington Rd	eight lanes
Route 99 north of Farmington Rd	ten lanes

It is doubtful if Route 99 can be widened within existing right of way to accommodate more than six lanes; therefore, the discussion of 8-10 lanes is misleading, infeasible and should not be considered as mitigation. Level of service or volume/capacity ratios should be based on realistic lane capacities.

Reconstruction of the Mariposa Road and Arch Road interchanges and mainline improvements on Route 99 will require close coordination between the City of Stockton, San Joaquin County, Caltrans and all developers in the area. The design and construction of improvements needed to mitigate traffic impacts on Route 99 and the interchanges should be completed before build out of the area. This development and others in the area should pay their share of improvements.

Mr. John Carlson
City of Stockton

-2-

May 19, 1988

Caltrans appreciates the opportunity to comment on this Final EIR. Any questions regarding these comments may be directed to Terry L. Barrie at Caltrans, telephone (209) 948-3687.

Very truly yours,

For 

DANA COWELL
Chief, Transportation
Planning Branch

cc:PVerdoorn, SJCCOG
KTam, SJ APCD

Memorandum

May 16, 1988

RECEIVED

MAY 17 1988

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

TO: Mike Niblock, Associate Planner

FROM: John B. Hymes, Fire Marshal

SUBJECT: PERMIT APPLICATION NO. GPA2-87 AND Z-2-87 AND FINAL EIR
FOR THE ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4 (FINAL
EIR 1-87)

Please consider the following remarks relative to the proposed General Plan Amendment, Rezoning and Final EIR for the expansion of the Arch Road Industrial Park.

Fire Department comments in prior EIR's have surfaced the inadequacy of fire protection in the southeast portion of the City. The addition of a station in the vicinity of Arch Road and Airport had been proposed to mitigate lengthy response to the Airport Industrial Park. With this in mind, emergency response to the Arch Road Industrial Park, east of State Route 99, represents an extension of protection that is considered by the Fire Department to be a significant impact to the delivery of an acceptable level of service.

Run times to the project site approximate 8 minutes for Engine 12 and 9 minutes for Engine 3. These times were calculated in light traffic and represent only the actual travel time - not the total response time. Consideration must also be given elapsed times relative to detection of the fire to dispatch, and dispatch to the deployment of equipment. This could easily add 3 to 5 minutes to the total response time.

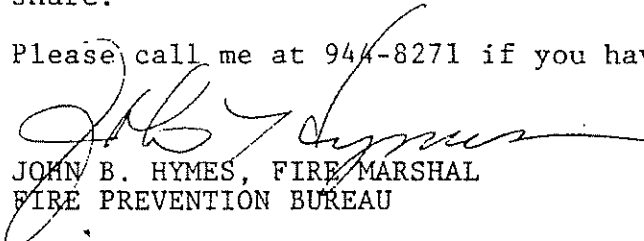
On March 31st the City closed Station 8, located at Laurel and Sonora Streets. This closure, coupled with a potential increased call volume to the proposed project site, would leave the servicing of a significant portion of the southeast response area very difficult.

Based on the above remarks, the Fire Department feels that the extension of emergency services to this remote area is beyond acceptable limits from the present station locations and recommends rejecting the General Plan Amendment and rezoning of the subject property pending satisfactory mitigation measures.

Mike Niblock, Associate Planner
May 16, 1988
Page 2

To mitigate the present situation, the developer would have to front the costs of providing a fully manned engine company when and where deemed necessary by the Fire Chief. Possibly, an area of benefit could be established, subsequent to station construction, to recoup funds over and above the developer's fair share.

Please call me at 944-8271 if you have any questions.



JOHN B. HYMES, FIRE MARSHAL
FIRE PREVENTION BUREAU

ec



STOCKTON EAST WATER DISTRICT

6767 EAST MAIN STREET

P.O. BOX 5157

STOCKTON, CA 95205-0157

209/948-0333

DIRECTORS

VIC SOLARI, JR.
JOSEPH L. DONDERO
JACK H. TONE
JACK LAVEN
RICHARD L. BOZZANO
BETTY L. MACNEAR
ROGER M. HUCKINS

EDWARD M. STEFFANI
GENERAL MANAGER

JOHN W. STOVALL
GENERAL COUNSEL

May 9, 1988

Mr. John Carlson, Director
Community Development Department
City of Stockton - City Hall
Stockton, CA 95202

RECEIVED
CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

Subject: CEQA - City EIR - Arch Road Industrial Park
Units 3 & 4

Dear Mr. Carlson:

I am writing to comment on the subject EIR in accordance with your 5/3/88 notice.

The Final EIR does not include an adequate response to the District's 12/11/87 comments on the DEIR.

A groundwater cone of depression does exist within the southeastern part of Stockton. Its depth in 1987 was not as great as that predicted by Brown and Caldwell because the 1978 - 1986 period was much wetter than normal. Groundwater levels have risen, of course, since the 1977 drought, but will continue to decline over the long range unless more surface water is used.

It is not necessary to drill more wells in this area to "...supplement pressure and supply from adjacent lines..." if a surface water supply is available. The EIR response does not address the point that the \$500,000 well cost plus the \$200,000 available from the State would be better spent toward construction of a surface water pipeline to the Stockton East Water District (SEWD) treatment plant, located just 14,000 feet to the north.

In order that the South Stockton Master Water Plan may be followed, it is necessary that every opportunity for extending a surface water pipeline southerly from the treatment plant be utilized.

Others in the South Stockton area need and desire surface water to replace poor quality groundwater. Such service could be provided soon if a pipeline were part of the subject project. Once surface water is available to the City system at Arch Road, it can be conveyed through existing pipelines to the French Camp and County Hospital areas.

Mr. John Carlson
May 9, 1988
Page 2

Now is the right time to bring the City, the County, the State,
and SEWD together to fund construction of the first leg of a
surface water pipeline to South Stockton. It is not the time for
the City to expend \$500,000 for two wells.

Very truly yours,



EDWARD M. STEFFANI
General Manager

jh

cc: Bill Sousa, Chairman, Board of Supervisors
Assemblyman Pat Johnston



1860 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95205
TELEPHONE (209) 468-3913

SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS

May 10, 1988

RECEIVED

MAY 16 1988

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

Mr. Mike Niblock
City Planning Division
City Hall Annex
Stockton, CA 95205

Re: GPA 2-87 and Z-2-87 (ARCH Road Industrial Park Units 3 & 4)
Impact Area: Stockton Metropolitan Airport

Dear Mr. Niblock:

This application is for a General Plan Amendment from Open Space/Agriculture to Industrial, and Pre-zoning to M-1, Light Industrial District for a facility on approximately 496 acres generally east of State Route 99, between Arch and Mariposa Roads.

The proposal is about a mile and a half northeast of runway 11/29 at the Stockton Metropolitan Airport. The southwestern corner of the project is in the horizontal imaginary surface, and the northeast boundary is outside of any imaginary surface. The main body is in the eastern edge of the conical imaginary surface.

The Airport Land Use Plan states, on pages 23 and 24, that within the horizontal and conical surfaces:

Noise and potential hazard to aircraft are the primary consideration.
Dumps and landfills are permitted only if a thorough evaluation indicates that they will not present a bird hazard to aircraft.

Very tall structures should be evaluated to insure they will not constitute aircraft hazards.

Most other land uses are permitted, if soundproofing is used where needed to reduce noise to acceptable levels.

Reflective roofs, visual distractions to pilots, and interference with aircraft communications and navigation are the primary prohibitions within this area.

The restriction on reflective roofs is designed to prevent a pilot from being blinded by reflected sun during the critical approach and departure phases of flight.

Recommendation

ALUC staff would recommend that metal or glass roofs not be used on buildings in this area.

Staff would also recommend that smoke generating activities be restricted at this location since it is upwind of the approach of runway 29, and could reduce visibility to pilots.

Page Two
5/11/88
Mr. Niblock

Since this is a General Plan Amendment, it will be brought before the Airport Land Use Commission which will meet on June 28, 1988.

Should you have any questions in this matter, please contact Mr. Robert Van Rooyen of my staff.

Sincerely yours,


PETER D. VERDOORN
Executive Director

PDV:RVR

SUMMARY

ARCH ROAD INDUSTRIAL PARK

UNITS 3 AND 4

FINAL ENVIRONMENTAL IMPACT REPORT

(EIR 1-87)

PREPARED FOR
CITY OF STOCKTON

APRIL 18, 1988

PREPARED BY
R.C. FULLER ASSOCIATES
5908 FAIR OAKS BOULEVARD
CARMICHAEL, CALIFORNIA 95608



III. SUMMARY

Tables 1 and 2 contain recommendations for findings of significance for project specific and cumulative impacts. A summarized discussion of impacts and mitigation measures are presented in Table 3. Further information and detail regarding these subjects is presented in the Draft EIR. In accordance with CEQA Guidelines Section 15126 (a), all of the impacts examined in detail in the body of this report are potentially significant. The Guidelines (CEQA Sections 15064, 15382 and CEQA Appendix G) require a very specific examination of significance in light of mitigation measures which can be utilized to reduce impacts.

Project impacts in the areas of air quality, traffic, geology and soils, vegetation and wildlife, land use, and visual/aesthetics are judged to be significant. Justification for this determination includes the fact that the region is a nonattainment area for CO, ozone, and particulates, therefore any project contribution is considered significant; mitigation has not been identified to achieve acceptable LOS's with predicted traffic volumes; the project will result in the conversion of prime agricultural soils to urban use, and will consequently reduce the amount of vegetation and wildlife habitat on the site; the project could create excess industrially zoned land in the City.

Significant cumulative impacts which are expected to occur in the vicinity as a result of regional growth include continued overdraft of groundwater supplies; decreased air quality including increased levels of CO and ozone; continued reduction of native habitat and displacement of wildlife species; increased traffic volumes resulting from approval of projects without development of an adequate roadway network, and potential for discovery and disturbance of archaeologic sites. The final determination as to which impacts are significant is made by the City, so the classifications presented in this EIR must be considered as suggestive.



Table 1
Suggested Findings of Significance for Project Specific Impacts

	Less than Significant Impacts		Significant Impacts not fully Mitigated w/ identified Measures
	with existing Mitigation Measures	with Project Specific Mitigation	
Air Quality			X
Hydrology		X	
Storm Drainage		X	
Geology & Soils			X
Vegetation/Wildlife			X
Noise	X		
Land Use			X
Recreation	X		
Traffic			X
Water	X		
Sewer		X	
Solid Waste	X		
Fire Protection		X	
Police Protection	X		
Schools	X		
Natural Gas	X		
Electricity	X		
Telephone	X		
Visual & Aesthetic			X
Energy	X		
Archaeology/History		X	



Table 2
Suggested Findings of Significance
for Impacts Resulting from Cumulative Regional Growth

Impacts for which currently identified mitigation exists	Impacts for which full mitigation has not been Implemented
--	--

Air Quality		X
Hydrology		X
Storm Drainage		X
Geology & Soils	X	
Vegetation/Wildlife		X
Noise	X	
Land Use	X	
Recreation	X	
Traffic		X
Water		X
Sewer	X	
Solid Waste	X	
Fire Protection	X	
Police Protection	X	
Schools	X	
Natural Gas	X	
Electricity	X	
Telephone	X	
Visual & Aesthetic	X	
Energy	X	
Archaeology/History		X



Existing Conditions	Impacts	Mitigation Measures
Geology and Soils <p>The project is in an area surrounded by several known faults. The major soil limitations of the site to urban use include a high shrink-swell potential and impermeability. The site includes some prime agricultural soils.</p>	Development of the project would increase the number of structures and people subject to earthquake activity on the site and result in the removal of prime agricultural soils from production. Loss of production of prime agricultural soils represents a project specific and cumulative significant impact.	Structures will be constructed to the appropriate earthquake codes. No mitigation short of the "no project" alternative has been identified for the loss of production of prime agricultural soils on the site.
Hydrology, Water Quality, and Storm Drainage <p>The project site is within the 100 year flood plain of North Little John Creek and Weber Slough. The agricultural use of the land requires irrigation. Both channels are routinely filled to capacity during rain storms and additional capacity is limited if existent at all.</p>	Implementation of the project will result in structures within the 100 year flood plain, and will result in an increase in runoff from the site during storms. Extensive irrigation will no longer be required, and a decrease in water consumption on the site could occur. Mitigation is expected to reduce project specific impacts to less than significant levels. Runoff from developing land uses in the area is an unmitigated cumulative impact.	Structures will be built in conformance with Federal, Local, and State flood regulations. Project design will not substantially alter flood plain capacity on site. The storm drainage system includes a retention pond which will meter outfall in conformance with San Joaquin County requirements. The net result of this system will be a decrease in runoff from the site during peak flow periods.
Vegetation and Wildlife <p>The majority of the site is in agricultural production and supports limited amounts of natural vegetation, primarily consisting of pioneer grasses and brush along fencelines and segments of North Little John Creek. No rare or endangered species are known to exist on the site, but sightings of the giant garter snake and Swainson's hawk have been reported in the vicinity.</p>	Implementation of the project will introduce urban land use onto the site resulting in a reduction in vegetation and subsequent displacement of wildlife. The project may effect potential habitat of the giant garter snake or Swainson's hawk. Project specific impacts have not been reduced to less than significant levels. Continued reduction of natural area in the region represents an unmitigated cumulative impact.	Landscaping will utilize native compatible species as appropriate. The California Department of Fish and Game has indicated that a 100 foot non-structure buffer should be included along each side of North Little John Creek.



Existing Conditions

The San Joaquin Valley Air Basin is a nonattainment area for carbon monoxide, suspended particulate standards, Urban ozone (measured as oxidant), and total uses are principal contributors to carbon monoxide and ozone levels. Agricultural activities are principal contributors to particulate levels.

Climate and Air Quality

Existing noise on the project site is dominated by sounds from the nearby roadways, predominantly Highway 99. Short duration noises generated on the site include sounds from agricultural machinery. With the exception of the isolated rural farmsteads, there are no sensitive receptors on the site.

Land Use

The site is within the unincorporated portion of San Joaquin County and is designated for agricultural use. The site is designated by the Stockton General Plan 2000 as open space/agriculture. Proposed and existing land uses in the vicinity include agriculture, industrial, residential, and institutional.

Impacts

Implementation of the project would remove the land from agricultural use, but would introduce urban land use and produce an increase in traffic volume, the principal source of CO and ozone. Short term impacts would include dust from construction activities. Because the area is designated as nonattainment, both project specific and cumulative impacts would be significant.

Development of urban land use on the site will produce a louder noise environment than that which currently exists. However, no onsite violations of the noise standard is predicted. Short term impacts will be generated by construction. The most significant long term generator of noise from the project will be motor vehicle traffic. Project specific and cumulative noise impacts are judged to be less than significant.

Implementation of the project would require annexation of the site into the City of Stockton, and a General Plan Amendment to change the land use designation to industrial use. The project could result in premature conversion of agricultural land. The land use change is in conflict with the General Plan and is therefore significant.

Mitigation Measures

The amount of dust generated during construction will be minimized through the use of sprinkling and the prompt replanting of ground cover. Motor vehicle emissions are generally being reduced through State mandated programs. However, regional and local programs can be implemented to reduce the number and length of local trips.

Project design will ensure that City noise ordinance standards are achieved for all on site structures.

The proponent has proposed an ultimate land use which represents a logical long term use of the site and extension of the currently developing industrial area. However, since it may be premature, and as such, would require extensive improvements to facilities, the City may wish to establish a policy that any General Plan Amendment, rezoning, or rezoning request for an industrial designation must be accompanied by a development agreement.

Existing ConditionsImpactsMitigation Measures**Traffic**

Roadways in the vicinity are typically constructed to two lane rural standards. West of Highway 99, major urban land use development has been proposed and extensive improvements will be required. Even with the currently envisioned improvements, less than acceptable LOS are predicted on Highway 99 and the principal roadways serving the vicinity.

Implementation of the project will generate additional trips, contributing to the already predicted unacceptable conditions. Because of its location east of Highway 99, some roadways will require improvements which without the project might not be necessary, namely on Arch, Mariposa, and a portion of the Hwy 99/Mariposa interchange. Specific impacts are identified in the EIR and appended traffic analysis. Since ultimate development of the roadway network is not proposed, and unacceptable LOS's are predicted, both project specific and cumulative traffic impacts are considered significant.

The proponent will be responsible for development of the project's fair share of necessary improvements. These improvements are identified in the body of this EIR. Should the project be proposed for construction prior to construction of necessary improvements, as identified in the appended traffic analysis, the developer will be responsible for construction of such improvements. The City is considering a Mello-Roos District and Developer Impact Fees to fund improvements.

Population and Housing

The project site is in agricultural use, includes two farmsteads, and provides employment for the necessary people to maintain the farm operations.

Implementation of the project will result in the removal of existing residences from the site. No new housing will be created. However, a greater number of jobs will be generated which will require additional employees, who may in turn, require additional housing and services in the City, and could generate additional sales tax and property tax revenues. These impacts are not considered significant.

None.

Existing Conditions

Utilities

Presently, the site is served by electricity and telephone services. Natural gas lines exist adjacent to the site. On site wells provide water for domestic and agricultural purposes.

Police and Fire Services

The site is currently outside of the City of Stockton. The site is within the Montezuma Fire District and services are provided by San Joaquin County. Law enforcement services are provided by the San Joaquin Sheriff's Department and the California Highway Patrol.

Impacts

Implementation of the project will require expansion of existing services, as well as extension of natural gas, solid waste disposal, City water, and sewage services to the site. The site was not included in the City master water plan, and an amendment would be required. However, extension of service is not predicted to be a problem. The site was included in the master sewage plan and development of the proposed collection system would facilitate service to the project. The existing system is not capable of providing service without substantial improvements. With mitigation, none of these project specific impacts are significant. Although the project may result in a decrease in water usage, the regional overdraft situation is a significant cumulative impact.

Implementation of the project would require extension of City police and fire services to the site. Proposed urban development of the site would increase the need for the provision of emergency services. These impacts are not judged to be significant.

Mitigation Measures

The developer will provide the necessary facilities for extension of gas, telephone, solid waste disposal, water and sewer to the site in accordance with all City and State requirements. If the project is proposed for development prior to construction of the proposed sewer system, the developer will be responsible for construction of the necessary improvements as identified in this EIR and the Wastewater Collection System Master Plan. The City is considering a Mello-Roos District and Developer Impact Fees to fund necessary water and sewer infrastructure. The City is seeking alternate sources of surface water to lessen the demand on local groundwater resources.

A new fire station is proposed for construction in the south end of the City, possibly near the Airport. Structures will include appropriate fire prevention measures as required by City and State codes. The project will be designed to facilitate surveillance and security patrols. Some future businesses will likely choose to implement additional security measures such as alarm systems or the services of private firms.

Mitigation Measures

Impacts

Existing Conditions

Visual and Aesthetic Resources.

The site is typical of agricultural land in the region. The overall character is dominated by the greens of irrigated crops. Since the property has been cleared, there are no sizable native trees on the property. Limited pioneer grasses and brush exist in the fencelines and along the watercourses. The rural setting is generally regarded as a more attractive and peaceful environment than that of an urban area. Surrounding land use, including Highway 99, industrial development, and the correctional facilities detract from the rural character and imply one of a changing environment.

Implementation of the project would result in replacement of the rural character of the site with an urban setting including structures, roadways, and urban activity. This is considered a significant project specific impact.

Project design will incorporate landscaping and visually attractive designs to minimize the impacts to the aesthetic environment. Even with such mitigation, the character of the site would change, and this is an unavoidable consequence of conversion of undeveloped property to developed land uses.

Energy

Present energy use on the site is minimal and primarily associated with continuation of the farming operations.

Implementation of the project will greatly increase the amount of energy utilized on the site.

Structures will be designed and constructed to minimize energy consumption.

Archaeology and History

The project site has been extensively disturbed by land clearing and farming activities. The likelihood of unknown archaeological or historic sites existing on the property is minimal. In conjunction with this EIR, a complete archaeological survey was completed which failed to locate any evidence of historic or archaeological use.

Implementation of the project will require grading and construction activities which have the potential to disturb any undiscovered sites which could exist on the property.

Should any presently unknown sites of cultural value be discovered during construction, work would be halted and a qualified archaeologist would be consulted to recommend appropriate disposition.



Required Approvals

Project approval will require the following discretionary approvals:

- (1) Approval by the City Planning Commission and the City Council of a General Plan amendment to change the land use designation of the property from Open Space/Agriculture to Industrial.
- (2) Rezoning to M-1, Light Industrial District, by the City Planning Commission and the City Council.
- (3) Approval of a tentative subdivision map by the City Planning Commission.
- (4) Approval of the proposed annexation by the Local Agency Formation Commission (LAFCO) and by the City Council.
- (5) A Stream Alteration Permit from the California Department of Fish and Game.

Areas of Controversy

A fundamental issue addressed in this EIR is the need for additional industrially designated land in the City of Stockton. Currently approximately 65% of the existing industrially zoned land within the City is vacant, and as a result, City staff is concerned with proposals to designate additional industrial property. The project proponents are of the opinion that the proposed land use represents the ultimate highest and best use of the property. For this reason, regional land use planning should include the property as proposed whether or not there is a current demonstrated market for the proposed parcels.

Issues to be Resolved

Several potential solutions for the provision of interim sanitary sewer service to the project have been identified, as well as specific measures necessary for each alternative. Depending on conditions at the time of project implementation, one of the alternatives will have to be selected. Each solution represents mitigation which would reduce the project specific impacts to a less than significant level.

Required roadway improvements have been identified in the vicinity for "with project" and "without project" conditions. Depending on improvements in existence at the time of project implementation, City staff will have to determine which specific improvements would be required of this developer.



VI. ALTERNATIVES TO THE PROPOSED PROJECT

No Project Alternative

The "no project" alternative is the most easily implementable alternative and would preclude all of the impacts identified in the Expanded Initial Study. The "no project" alternative would include continued agricultural use of the site. Presently, there is concern regarding the existing amount of vacant industrial property within the City of Stockton, and as a result annexation of additional industrial property may not represent the most appropriate short term action. Therefore, the "no project" alternative, which would allow continued agricultural use of the site may represent a viable short term alternative, but only until perceived economic conditions are favorable for industrial development. The project proponent is of the opinion that conditions are presently favorable for implementation of this project. Ultimate development of the vicinity will require the upgrading and extension of utilities to serve the site. Although denial of the proposed project would alleviate the immediate need for such improvements, eventual development of the site will require extension of these utilities. The magnitude of such improvements could be either reduced or increased by delaying their implementation.

Alternative Industrial Development

Due to location and surrounding land use, development of the site for light industrial use appears to be the most logical long term alternative land use for the site. The proposed project represents a feasible development within this land use constraint. Other industrial projects could be proposed which would produce similar impacts to those identified for this project, but would likely vary in magnitude depending on the size and type of final development. A logical proposal could be to develop only Unit III of the project, and the resulting impacts would be proportionally less than those identified in this EIR. Further, implementation of such an alternative would not preclude later development of the remainder of the site if future



conditions remain favorable.

The use of E-P or M-P zoning and performance in conjunction with the Industrial General Plan designation could be used to restrict types of industrial activities and hence reduce the potential of compatibility conflicts with future surrounding land uses such as agricultural and residential. This alternative is more restrictive than M-1 zoning and the Industrial General Plan designation.

Alternative Land Uses

Another possible land use alternative which could be considered for development on the site would entail residential uses. Implementation of the proposed industrial project requires both a General Plan amendment and rezoning of the site. Proposal for residential development would not be any more complicated and would require the same procedural actions. However, residential housing represents a much more sensitive land use than the proposed industrial use, and would require substantial mitigation for the impacts created by neighboring agricultural, industrial, airport, and commercial uses. In addition to those impacts addressed in the current EIR, a residential proposal would need to address other areas of concern specific to residential uses, such as the availability of schools, retail areas, and other urban services which would be utilized by future residents.

Another logical alternative would include development of an institutional land use compatible with the neighboring California Youth Authority facilities and the proposed Women's Correctional Facility. The specific impacts of such a land use could vary substantially depending upon the individual characteristics of a given proposal. Although such a proposal represents a realistic land use for the site, the owner/developer is not interested in developing such a land use on the site.



Alternative Locations

Development of the proposed project at another location represents an alternative which would provide essentially the same services to the community, but would not require annexation or rezoning. Similarly, the impacts associated with extension of infrastructure and the conversion of agricultural land could be reduced or eliminated. As discussed throughout this report, there is currently an abundance of vacant industrially zoned property within the City. This option would be in compliance with the existing city zoning rather than annexing farm land into the City.



VII. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

The proposed project is the result of growth which is proposed to take place in the vicinity. Expansion of the Stockton Metropolitan Airport and development of industrial and commercial land use surrounding the airport is anticipated to generate a need for warehousing and storage facilities in the area. Further, proposed improvement of vicinity roadways will afford the site convenient access to the regional roadway system.

In addition to being the result of ongoing growth, implementation of the project would contribute to continued growth of Stockton. New families would increase the local demand for housing, goods and services, and thus stimulate additional growth. Relative to other proposed projects in the City, many of which are predicted to afford greater job opportunities than the proposed project, growth inducing impacts of this project are suggested to be less than significant.

The project will have an indirect effect on population by providing employment. Utilizing 13 employees per gross acre, as identified by Angus McDonald Associates in an analysis of the Sacramento Region, the project would generate approximately 6,500 new jobs.

Assuming worst case, all persons filling employment positions created by the project would be new residents to the City. Using the average household size of 2.66 persons per household, and 1.06 jobs per household, as identified in the 1980 census of the Stockton Metropolitan area, the 6,500 new jobs would generate a need for approximately 6,100 new homes for approximately 16,200 people. Further, utilizing a multiplier of 1.5 secondary jobs created for every direct job, the project would result in approximately 9,750 additional positions in various sectors of the economy.



DESCRIPTION OF PROJECT

Location

The project site is located in San Joaquin County immediately adjacent to the southeastern limits of the City of Stockton. The general location of the project is shown in Figure C1, the Regional Location Map. The project site is generally situated between Arch Road, located on the south side of the site, and Mariposa Road which is located along the northeastern boundary of the site, as shown in Figure C2, the Project Vicinity Map. Arch Road Industrial Park Units One and Two are located adjacent to the western boundary of the project site. The Northern California Youth Center is located across Arch Road to the south of the project site. The proposed project is shown in Figure C3, the Project Master Plan Map.

Project Site Description

The project site consists of approximately 496.2 acres of undeveloped land located immediately southeast of the City of Stockton. The site is relatively flat with elevations ranging between approximately 33 and 44 feet above mean sea level. Soils on the site have been tentatively identified as Clear Lake and Jacktane Clays. The site is designated for agricultural use by the San Joaquin County General Plan and is presently utilized for sugar beet production. Two farmsteads exist on the project site. The site is crossed by two drainageways, North Little John Creek and Weber Slough.

Project Description and Objectives

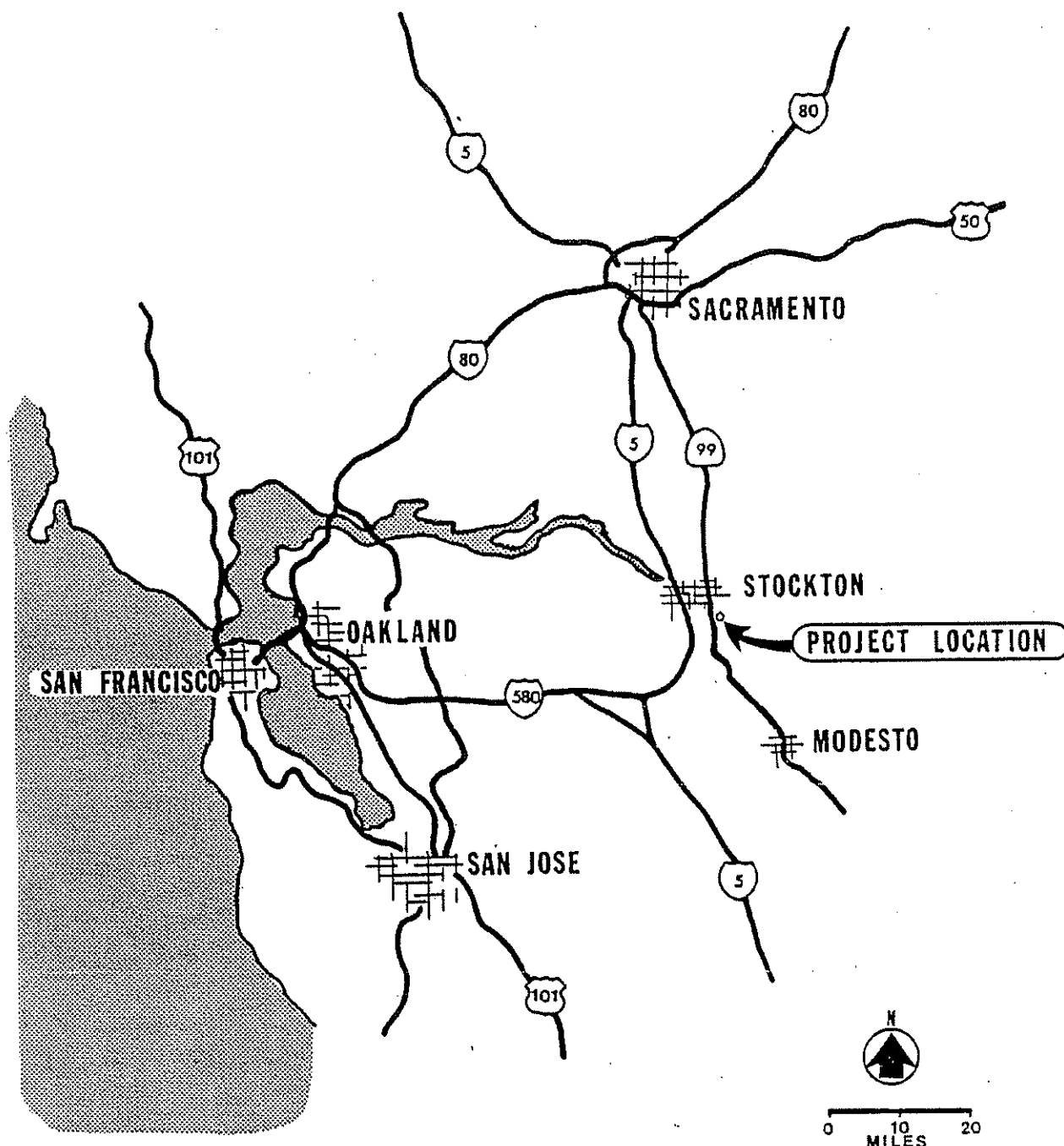
The project is proposed to provide additional light industrial land area adjacent to already approved industrial land use in the vicinity of the Stockton Metropolitan Airport. Although an issue of contention, the project proponent contends that the location of the site and nature of the proposed project is a natural extension of the adjacent industrial land use project known as



Arch Road Industrial Park Units One and Two.

The project is proposed for development of light warehousing uses and includes 31 industrial lots which range from 4.6 to 42.5 acres in size. Eighteen of the proposed parcels will be accessible via a loop roadway off of Arch Road. The remainder of the lots will be accessible from a proposed roadway to be developed between Arch and Mariposa Roads. A 10.6 acre area has been set aside for development of a detention pond on the site. The number and size of the lots shown is preliminary, and may be modified prior to submission of a tentative map or maps.





REGIONAL LOCATION MAP

FIGURE C1



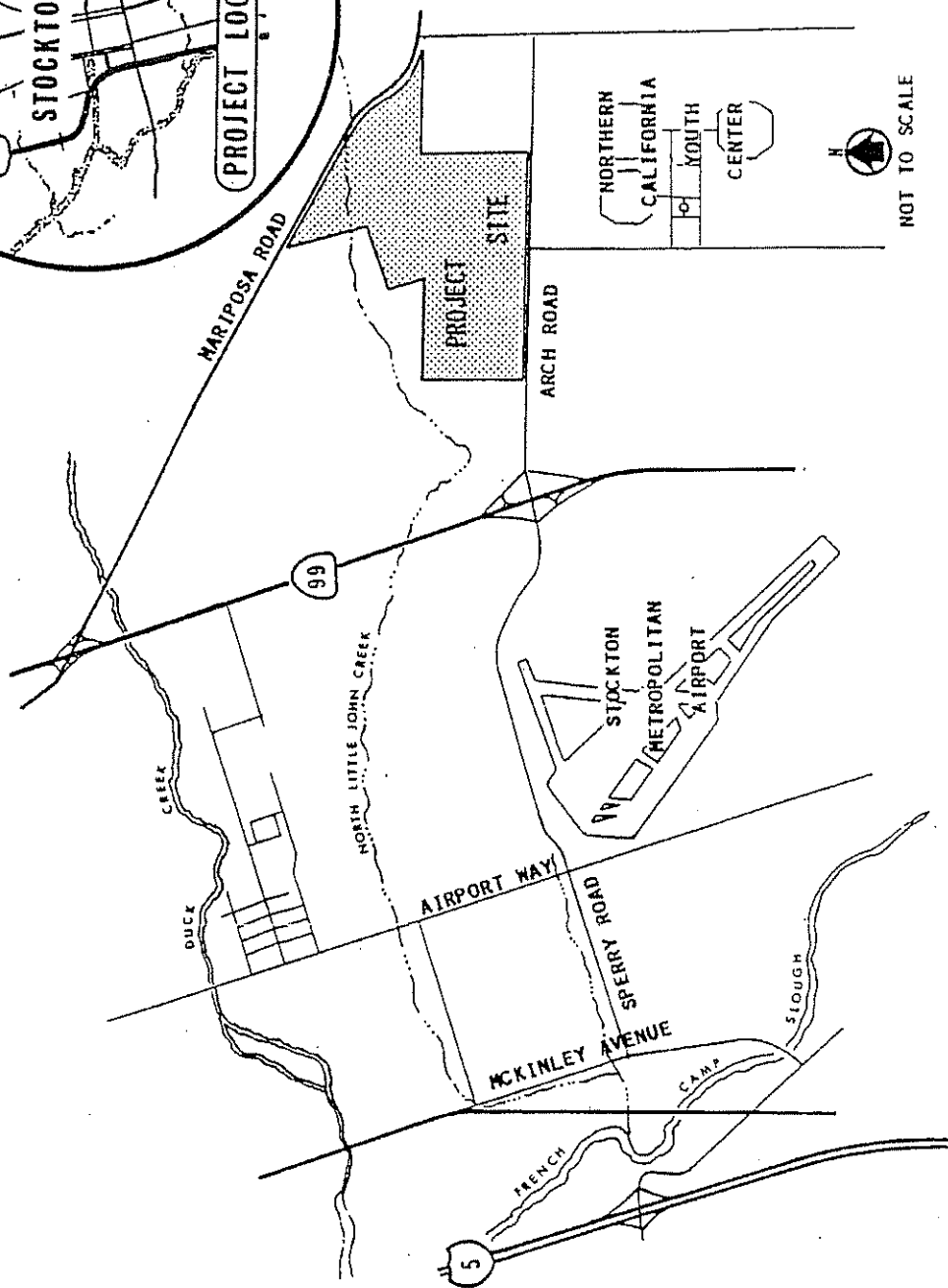
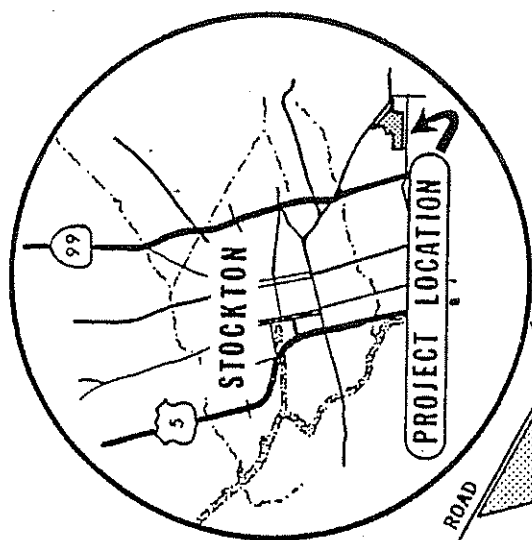


FIGURE C2

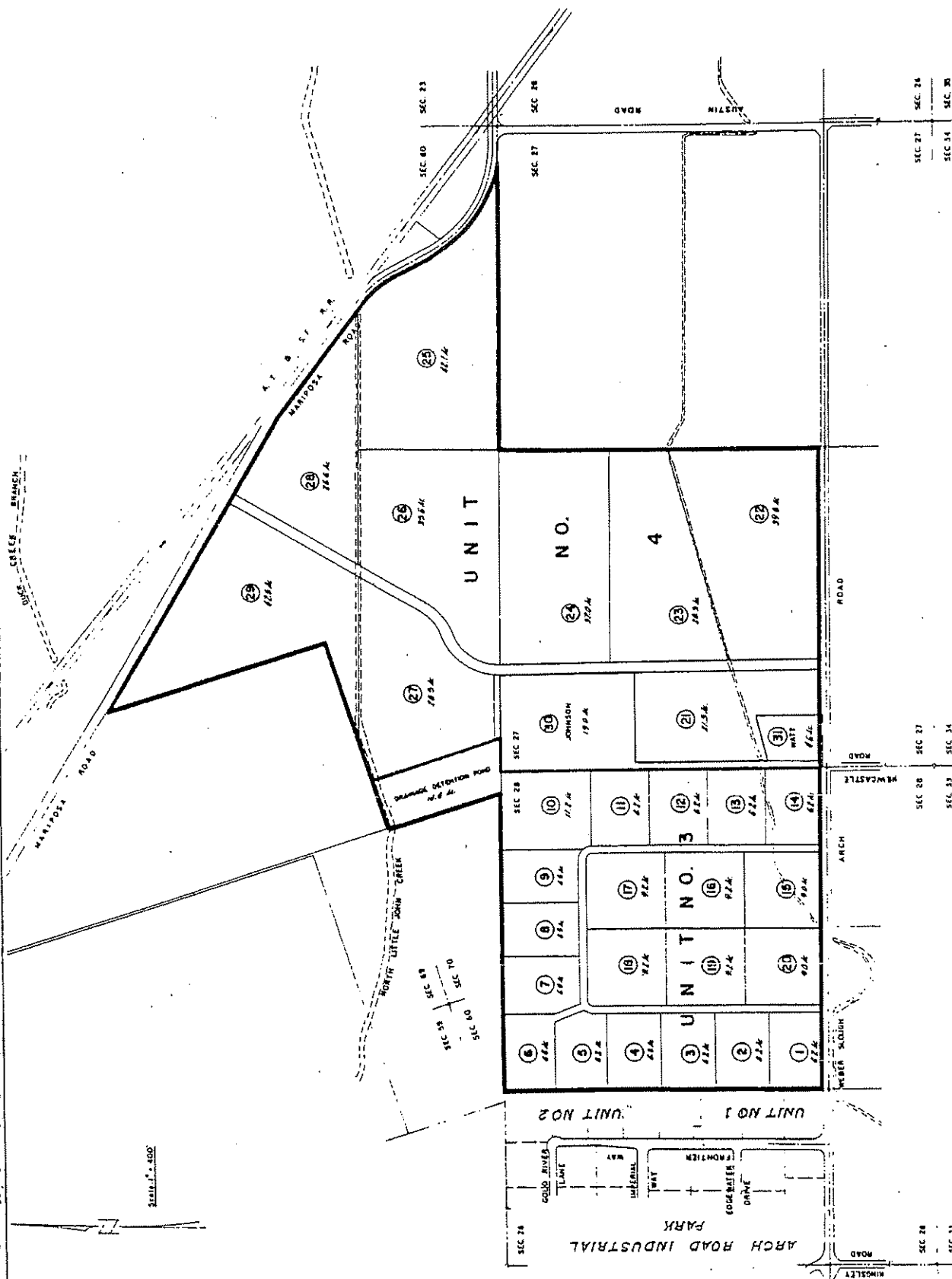
PROJECT VICINITY MAP



ARCH ROAD INDUSTRIAL PARK

R. C. FULLER ASSOCIATES

ARCH ROAD INDUSTRIAL PARK
 FRONTIER LANE
 UNIT NO. 1
 UNIT NO. 2



PROJECT MASTER PLAN MAP

FIGURE C3



ARCH ROAD INDUSTRIAL PARK
UNITS 3 AND 4
FINAL ENVIRONMENTAL IMPACT REPORT

PREPARED FOR
CITY OF STOCKTON

APRIL 18, 1988

PREPARED BY
R.C. FULLER ASSOCIATES
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**ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4
FINAL ENVIRONMENTAL IMPACT REPORT**

I. INTRODUCTION

This Final Environmental Impact Report has been prepared in accordance with the requirements of the City of Stockton and the California Environmental Quality Act (CEQA). The purpose of this document is to address comments made on the Arch Road Industrial Park, Units 3 and 4, Draft Environmental Impact Report dated October 27, 1987, which is incorporated by reference.

This document is composed of four sections: I. INTRODUCTION, II. ERRATA, III. SUMMARY, and IV. COMMENTS AND RESPONSES. Section IV. consists of three parts: A. List of Persons, Organizations, and Public Agencies Commenting on the Draft EIR, B. Comments and Responses, and C. Letters of Comment. The format utilized is as follows:

- A. The List of Persons, Organizations, and Public Agencies Commenting on the Draft EIR, identifies each letter which was received, including the commentor, his/her agency or affiliation, and the date of the letter is provided. Following this identification, information is presented in three columns. The first column is a reference number. Each comment has been assigned a unique reference number. The second column is the page number where a summary of the comment and the response to that comment is located. The third column is a brief description of the comment.
- B. Comments and Responses contains the responses for each comment received. In order to minimize redundancy, same or similar comments have been collectively grouped and responded to in a single comprehensive reply. The format of this part includes the collective comment, a list of the commentors and specific comment reference numbers, and the response.
- C. Each letter is included within Letters of Comment. The reference number for each comment is located within a circle in the left margin of the letter.



II. ERRATA

Summary. Page B-12 of the Draft EIR references possible development of the Super Conducting Super Collider in the vicinity. Since preparation of the Draft EIR, the State of California has been eliminated from the selection process.

Wastewater. Since preparation of the Draft EIR, the South Stockton Sewer Study has been completed by the City. The Department of Public Works has indicated that a Mello-Roos District is being considered. A proposal has been prepared for City Council consideration which would provide for evaluation of the spread of costs necessary with the formation of a Mello-Roos District.

Transportation. A preliminary study of necessary roadway improvements in the South Stockton area has been completed by the Public Works Department, resulting in the recommendation that a Mello-Roos District be considered. Developer participation in a Mello-Roos District should be included as mitigation in the Traffic section of the Draft EIR.

Page B-10 of the Draft EIR refers to the City-wide traffic analysis being prepared by Omni Means. Since preparation of the Draft EIR, this study has been completed and delivered to City staff for evaluation.

Public Services. A recommendation for adoption of Developer Impact Fees is being considered by the City Council. This recommendation provides fees for City office space, police and fire facilities, parks and recreation, traffic, traffic signals, street trees, water service, and sewer service. Project compliance with these fees should be added to the respective mitigation sections of the Draft EIR.

Archaeology & History. Page B-2 identifies project specific impacts to Archaeology as significant. This should be "Less than Significant with Project Specific Mitigation".



III. SUMMARY

Tables 1 and 2 contain recommendations for findings of significance for project specific and cumulative impacts. A summarized discussion of impacts and mitigation measures are presented in Table 3. Further information and detail regarding these subjects is presented in the Draft EIR. In accordance with CEQA Guidelines Section 15126 (a), all of the impacts examined in detail in the body of this report are potentially significant. The Guidelines (CEQA Sections 15064, 15382 and CEQA Appendix G) require a very specific examination of significance in light of mitigation measures which can be utilized to reduce impacts.

Project impacts in the areas of air quality, traffic, geology and soils, vegetation and wildlife, land use, and visual/aesthetics are judged to be significant. Justification for this determination includes the fact that the region is a nonattainment area for CO, ozone, and particulates, therefore any project contribution is considered significant; mitigation has not been identified to achieve acceptable LOS's with predicted traffic volumes; the project will result in the conversion of prime agricultural soils to urban use, and will consequently reduce the amount of vegetation and wildlife habitat on the site; the project could create excess industrially zoned land in the City.

Significant cumulative impacts which are expected to occur in the vicinity as a result of regional growth include continued overdraft of groundwater supplies; decreased air quality including increased levels of CO and ozone; continued reduction of native habitat and displacement of wildlife species; increased traffic volumes resulting from approval of projects without development of an adequate roadway network, and potential for discovery and disturbance of archaeologic sites. The final determination as to which impacts are significant is made by the City, so the classifications presented in this EIR must be considered as suggestive.



Table 1
Suggested Findings of Significance for Project Specific Impacts

	Less than Significant Impacts		Significant Impacts not fully Mitigated w/ identified Measures
	with existing Mitigation Measures	with Project Specific Mitigation	
Air Quality			X
Hydrology		X	
Storm Drainage		X	
Geology & Soils			X
Vegetation/Wildlife			X
Noise	X		
Land Use			X
Recreation	X		
Traffic			X
Water	X		
Sewer		X	
Solid Waste	X		
Fire Protection		X	
Police Protection	X		
Schools	X		
Natural Gas	X		
Electricity	X		
Telephone	X		
Visual & Aesthetic			X
Energy	X		
Archaeology/History		X	



Table 2
Suggested Findings of Significance
for Impacts Resulting from Cumulative Regional Growth

Impacts for which currently identified mitigation exists	Impacts for which full mitigation has not been Implemented
--	--

Air Quality		X
Hydrology		X
Storm Drainage		X
Geology & Soils	X	
Vegetation/Wildlife		X
Noise	X	
Land Use	X	
Recreation	X	
Traffic		X
Water		X
Sewer	X	
Solid Waste	X	
Fire Protection	X	
Police Protection	X	
Schools	X	
Natural Gas	X	
Electricity	X	
Telephone	X	
Visual & Aesthetic	X	
Energy	X	
Archaeology/History		X



Existing Conditions

Geology and Soils

The project is in an area surrounded by several known faults. The major soil limitations of the site to urban use include a high shrink-swell potential and impermeability. The site includes some prime agricultural soils.

Hydrology, Water Quality, and Storm Drainage

The project site is within the 100 year flood plain of North Little John Creek and Weber Slough. The agricultural use of the land requires irrigation. Both channels are routinely filled to capacity during rain storms and additional capacity is limited if existent at all.

Vegetation and Wildlife

The majority of the site is in agricultural production and supports limited amounts of natural vegetation, primarily consisting of pioneer grasses and brush along fencelines and segments of North Little John Creek. No rare or endangered species are known to exist on the site, but sightings of the giant garter snake and Swainson's hawk have been reported in the vicinity.

Impacts

Development of the project would increase the number of structures and people subject to earthquake activity on the site and result in the removal of prime agricultural soils from production. Loss of production of prime agricultural soils represents a project specific and cumulative significant impact.

Implementation of the project will result in structures within the 100 year flood plain, and will result in an increase in runoff from the site during storms. Extensive irrigation will no longer be required, and a decrease in water consumption on the site could occur. Mitigation is expected to reduce project specific impacts to less than significant levels. Runoff from developing land uses in the area is an unmitigated cumulative impact.

Implementation of the project will introduce urban land use onto the site resulting in a reduction in vegetation and subsequent displacement of wildlife. The project may effect potential habitat of the giant garter snake or Swainson's hawk. Project specific impacts have not been reduced to less than significant levels. Continued reduction of natural area in the region represents an unmitigated cumulative impact.

Mitigation Measures

Structures will be constructed to the appropriate earthquake codes. No mitigation short of the "no project" alternative has been identified for the loss of production of prime agricultural soils on the site.

Structures will be built in conformance with Federal, Local, and State flood regulations. Project design will not substantially alter flood plain capacity on site. The storm drainage system includes a retention pond which will meter outfall in conformance with San Joaquin County requirements. The net result of this system will be a decrease in runoff from the site during peak flow periods.

Landscaping will utilize native compatible species as appropriate. The California Department of Fish and Game has indicated that a 100 foot non-structure buffer should be included along each side of North Little John Creek.



Existing Conditions

Climate and Air Quality

The San Joaquin Valley Air Basin is a nonattainment area for carbon monoxide, ozone (measured as oxidant), and total suspended particulate standards. Urban uses are principal contributors to carbon monoxide and ozone levels. Agricultural activities are principal contributors to particulate levels.

Noise

Existing noise on the project site is dominated by sounds from the nearby roadways, predominantly Highway 99. Short duration noises generated on the site include sounds from agricultural machinery. With the exception of the isolated rural farmsteads, there are no sensitive receptors on the site.

Land Use

The site is within the unincorporated portion of San Joaquin County and is designated for agricultural use. The site is designated by the Stockton General Plan 2000 as open space/agriculture. Proposed and existing land uses in the vicinity include agriculture, industrial, residential, and institutional.

Impacts

Implementation of the project would remove the land from agricultural use, but would introduce urban land use and produce an increase traffic volume, the principal source of CO and ozone. Short term impacts would include dust from construction activities. Because the area is designated as nonattainment, both project specific and cumulative impacts would be significant.

Development of urban land use on the site will produce a louder noise environment than that which currently exists. However, no onsite violations of the noise standard is predicted. Short term impacts will be generated by construction. The most significant long term generator of noise from the project will be motor vehicle traffic. Project specific and cumulative noise impacts are judged to be less than significant.

Implementation of the project would require annexation of the site into the City of Stockton, and a General Plan Amendment to change the land use designation to industrial use. The project could result in premature conversion of agricultural land. The project specific impact of the proposed land use change is in conflict with the General Plan and is therefore significant.

Mitigation Measures

The amount of dust generated during construction will be minimized through the use of sprinkling and the prompt replanting of ground cover. Motor vehicle emissions are generally being reduced through State mandated programs. However, regional and local programs can be implemented to reduce the number and length of local trips.

Project design will ensure that City noise ordinance standards are achieved for all on site structures.

The proponent has proposed an ultimate land use which represents a logical long term use of the site and extension of the currently developing industrial area. However, since it may be premature, and as such, would require extensive improvements to facilities, the City may wish to establish a policy that any General Plan Amendment, rezoning, or rezoning request for an Industrial designation must be accompanied by a development agreement.

Existing Conditions**Traffic**

Roadways in the vicinity are typically constructed to two lane rural standards. West of Highway 99, major urban land use development has been proposed and extensive improvements will be required. Even with the currently envisioned improvements, less than acceptable LOS are predicted on Highway 99 and the principal roadways serving the vicinity.

Population and Housing

The project site is in agricultural use, includes two farmsteads, and provides employment for the necessary people to maintain the farm operations.

Impacts

Implementation of the project will generate additional trips, contributing to the already predicted unacceptable conditions. Because of its location east of Highway 99, some roadways will require improvements which without the project might not be necessary, namely on Arch, Mariposa, and a portion of the Hwy 99/Mariposa interchange. Specific impacts are identified in the EIR and appended traffic analysis. Since ultimate development of the roadway network is not proposed, and unacceptable LOS's are predicted, both project specific and cumulative traffic impacts are considered significant.

Implementation of the project will result in the removal of existing residences from the site. No new housing will be created. However, a greater number of jobs will be generated which will require additional employees, who may in turn, require additional housing and services in the City, and could generate additional sales tax and property tax revenues. These impacts are not considered significant.

Mitigation Measures

The proponent will be responsible for development of the project's fair share of necessary improvements. These improvements are identified in the body of this EIR. Should the project be proposed for construction prior to construction of necessary improvements, as identified in the appended traffic analysis, the developer will be responsible for construction of such improvements. The City is considering a Mello-Roos District and Developer Impact Fees to fund improvements.

None.



Existing Conditions

Utilities

Presently, the site is served by electricity and telephone services. Natural gas lines exist adjacent to the site. On site wells provide water for domestic and agricultural purposes.

Police and Fire Services

The site is currently outside of the City of Stockton. The site is within the Montezuma Fire District and services are provided by San Joaquin County. Law enforcement services are provided by the San Joaquin Sheriff's Department and the California Highway Patrol.

Impacts

Implementation of the project will require expansion of existing services, as well as extension of natural gas, solid waste disposal, City water, and sewage services to the site. The site was not included in the City master water plan, and an amendment would be required. However, extension of service is not predicted to be a problem. The site was included in the master sewage plan and development of the proposed collection system would facilitate service to the project. The existing system is not capable of providing service without substantial improvements. With mitigation, none of these project specific impacts are significant. Although the project may result in a decrease in water usage, the regional overdraft situation is a significant cumulative impact.

Implementation of the project would require extension of City police and fire services to the site. Proposed urban development of the site would increase the need for the provision of emergency services. These impacts are not judged to be significant.

Mitigation Measures

The developer will provide the necessary facilities for extension of gas, telephone, solid waste disposal, water and sewer to the site in accordance with all City and State requirements. If the project is proposed for development prior to construction of the proposed sewer system, the developer will be responsible for construction of the necessary improvements as identified in this EIR and the Wastewater Collection System Master Plan. The City is considering a Mello-Roos District and Developer Impact Fees to fund necessary water and sewer infrastructure. The City is seeking alternate sources of surface water to lessen the demand on local groundwater resources.

A new fire station is proposed for construction in the south end of the City, possibly near the Airport. Structures will include appropriate fire prevention measures as required by City and State codes. The project will be designed to facilitate surveillance and security patrols. Some future businesses will likely choose to implement additional security measures such as alarm systems or the services of private firms.



Existing Conditions**Impacts****Mitigation Measures****Visual and Aesthetic Resources.**

The site is typical of agricultural land in the region. The overall character is dominated by the greens of irrigated crops. Since the property has been cleared, there are no sizable native trees on the property. Limited pioneer grasses and brush exist in the fencelines and along the watercourses. The rural setting is generally regarded as a more attractive and peaceful environment than that of an urban area. Surrounding land use, including Highway 99, industrial development, and the correctional facilities detract from the rural character and imply one of a changing environment.

Implementation of the project would result in replacement of the rural character of the site with an urban setting including structures, roadways, and urban activity. This is considered a significant project specific impact.

Project design will incorporate landscaping and visually attractive designs to minimize the impacts to the aesthetic environment. Even with such mitigation, the character of the site would change, and this is an unavoidable consequence of conversion of undeveloped property to developed land uses.

Energy

Present energy use on the site is minimal and primarily associated with continuation of the farming operations.

Implementation of the project will greatly increase the amount of energy utilized on the site.

Structures will be designed and constructed to minimize energy consumption.

Archaeology and History

The project site has been extensively disturbed by land clearing and farming activities. The likelihood of unknown archaeologic or historic sites existing on the property is minimal. In conjunction with this EIR, a complete archaeologic survey was completed which failed to locate any evidence of historic or archaeologic use.

Implementation of the project will require grading and construction activities which have the potential to disturb any undiscovered sites which could exist on the property.

Should any presently unknown sites of cultural value be discovered during construction, work would be halted and a qualified archaeologist would be consulted to recommend appropriate disposition.



Required Approvals

Project approval will require the following discretionary approvals:

- (1) Approval by the City Planning Commission and the City Council of a General Plan amendment to change the land use designation of the property from Open Space/Agriculture to Industrial.
- (2) Rezoning to M-1, Light Industrial District, by the City Planning Commission and the City Council.
- (3) Approval of a tentative subdivision map by the City Planning Commission.
- (4) Approval of the proposed annexation by the Local Agency Formation Commission (LAFCO) and by the City Council.
- (5) A Stream Alteration Permit from the California Department of Fish and Game.

Areas of Controversy

A fundamental issue addressed in this EIR is the need for additional industrially designated land in the City of Stockton. Currently approximately 65% of the existing industrially zoned land within the City is vacant, and as a result, City staff is concerned with proposals to designate additional industrial property. The project proponents are of the opinion that the proposed land use represents the ultimate highest and best use of the property. For this reason, regional land use planning should include the property as proposed whether or not there is a current demonstrated market for the proposed parcels.

Issues to be Resolved

Several potential solutions for the provision of interim sanitary sewer service to the project have been identified, as well as specific measures necessary for each alternative. Depending on conditions at the time of project implementation, one of the alternatives will have to be selected. Each solution represents mitigation which would reduce the project specific impacts to a less than significant level.

Required roadway improvements have been identified in the vicinity for "with project" and "without project" conditions. Depending on improvements in existence at the time of project implementation, City staff will have to determine which specific improvements would be required of this developer.



IV. COMMENTS AND RESPONSES

A. List of Persons, Organizations, and Public Agencies Commenting on the Draft EIR

Cmnt Resp

#	page	Comment
Letter from Sandra A. Shimozaki, Soil Conservationist, USDA Soil Conservation Service, November 10, 1987.		
1	17	Sediment basins, etc., must be a requirement.

Letter from George L. Spadafore, Airport Manager, Stockton Metropolitan Airport, November 17, 1987.

2	19	Several concerns are identified regarding development of the project near the airport. These include location relative to flight paths, drainage and flooding, retention ponds, structural heights, lighting and use of reflective materials, aircraft noise and navigational/radio communication interference.
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Letter from Ron Valinoti, Director, San Joaquin Local Health District, November 18, 1987.

3	29	Provision of public water and sewer services is recommended prior to approval of project.
4	22	The impact of construction of the super collider should be further discussed.

Letter from Raymond E. Barsch, General Manager, The Reclamation Board, November 25, 1987.

5	17	The Reclamation Board will require permits for all construction, filling, grading and clearing that may alter downstream flows, as well as for the retention pond, roadway crossing and other on site improvements to the creek channel.
---	----	--

Memorandum from Dennis J. O'Bryant, Environmental Program Coordinator, Dept. of Conservation, December 10, 1987.

6	20	The site is located within an agricultural preserve, and the county considers 1/3 prime agricultural land.
7	28	The FEIR should contain a more thorough analysis of the project's cumulative and growth-inducing impacts.
8	21	Alternatives which will lessen the farmland conversion impact of this project should be analyzed.

Letter from Elliot C. Jones, General Manager, Stockton Metropolitan Transit District (SMART), December 14, 1987.

9	22	Implementation of transit measures should be included in evaluation of traffic impacts.
10	23	SMART suggests that the following measures be incorporated into the project: one relatively straight roadway of 12 feet travel width minimum, plus sidewalks; connection of this roadway with adjacent development; provision of an access road without parking stalls; a system of linked sidewalks or pedestrian paths between the development and bus stops;



Cmnt Resp
page

Comment

front entrance orientation towards main arteries; bus access areas equipped to handle axle loads; subdivision walls offset near bus stops; bus turnouts of ample width and length provided; signage system with schedules; lighting and shelters for passengers; and curb set backs for eventual placement of shelters.

- 11 23 Regional transportation concerns expressed by SMART include: selection of sites for park & ride facilities which will provide maximum benefit, and design of these facilities to serve bicyclists, pedestrians and handicapped commuters.

Comments from Jack D. Kemmerly, Chief, DOT Division of Aeronautics, December 14, 1987.

- 12 20 The DEIR appears to adequately address the concerns of the Division of Aeronautics. With implementation of the identified measures, they have no other comments.

Letter from Ilona Rice, Research Assistant, California Department of Food and Agriculture, December 16, 1987.

- 13 20 Premature conversion of agricultural land represents an unmitigatable significant impact.
14 21 CDFA favors infill rather than discontinuous growth.
15 21 The DEIR does not adequately address potential land use conflicts. The project could introduce a land use which conflicts with existing agricultural operations. Buffers, landscaping, and "right to farm" ordinances should be considered as mitigation.

Letter from Dana Cowell, Chief, DOT Transportation Planning Branch, December 17, 1987.

- 16 23 A more detailed impact analysis of the Route 99 interchanges at Arch Road and Mariposa is necessary.
17 24 An analysis of Highway 99 south of Arch Road to north of Mariposa Road is necessary.
18 24 The San Joaquin County COG Interchange Study will indicate that Highway 99 will require 6 lanes and improvement of the Arch Road and Mariposa interchanges.
19 24 The Arch Road overcrossing limits sight distance which will contribute to an increase in accidents.
20 23 A diamond type interchange is suggested to improve the LOS at Arch Road and Highway 99.
21 24 An increase in accidents will likely occur without improvement of the Highway 99/Arch Road interchange.
22 25 Capacities used in the I/C analysis exceed those of the Highway Design Manual.
23 25 Convert the right turn lane on southbound 99 off loop to a free right turn at Intersection 322.
24 23 Note that the frontage road has only one lane in both directions and that two lanes cannot be funneled into one receiving lane from Arch Road at Intersection 309.



Cmnt #	Resp page	Comment
25	23	The proposed addition of two left turn lanes on westbound Mariposa would require further improvements.
26	25	The last two proposals on page J-16, Intersection 187 need to be rephrased: it cannot be interpreted as is.
27	27	Caltrans has no funding programmed for capacity enhancement on Route 99 in the project vicinity, and supports establishment of a funding mechanism.

Letter from R. L. Palmquist, Environmental Coordinator, San Joaquin Department of Public Works, December 18, 1987.

28	27	The Arch Road/Sperry Road Plan Line does not include the portion of Arch Road fronting the project.
29	23	The adequacy of the Route 99/Arch Road interchange, especially the structure, needs further addressing.
30	17	A 100 foot right of way along North Little John Creek should be dedicated to the County Flood District for expansion of the channel to 100 year flood capacity.
31	17	A right of way along Weber Slough should be dedicated to allow expansion of the channel to 100 year flood capacity.
32	17	The above right of ways are to be independent of any open space buffer areas required by the Department of Fish & Game.

Comments from Douglas J. Reed, Planner, San Joaquin County Council of Governments, December 18, 1987.

33	22	Trip reduction measures should be discussed in more detail.
34	23	The possibility of the project proponent establishing a park and ride facility should be explored.
35	22	COG agrees with the DEIR in that establishment of Areas of Benefit should be explored to fund improvements.

Memorandum from Harry W. Montgomery, Director of Public Works, Department of Public Works, December 21, 1987.

36	30	Misspelling of "Environment" in "Short Term Use of the Environment vs Long Term Productivity" summary section.
37	27	Change last paragraph, page J-12 to read "These mitigation measures would improve the V/C ratio to 0.74 (LOS C) from 1.18 (LOS F) in the PM peak hour".
38	27	Mitigation measures identified for intersections 324 and 332 do not appear to be required; page J-14, J-15.
39	28	Pages missing from this section after J-19 should be included in the response to comments section. No further comment of these pages is necessary.
40	27	Page 11 of Appendix 3, the last sentence should be changed to read the same as in comment #32.
41	18	Page E-2, second paragraph should read "According to the Flood Insurance Rate Map..." instead of "Stockton General Plan 2000".
42	18	Expand discussion of 100 year floodplain impacts on pages E-4 & K-3 to the storm system and pump station.



Cmnt #	Resp page	Comment
43	29	Figure A3 does not exist.
44	29	Change the date of the Wastewater Collection System Master Plan, page K-4, to August 21, 1987.
45	29	Revise page K-7 to indicate that the principle function of Collection System 8 is to serve future growth and relieve flows in Collection System 7.
46	29	Revise figure K-1 to reflect all branches as indicated in the Sanitary Sewer Master Plan at nodes F14, F6, F5 and F2.

Letter from Bruce C. Baracco, Senior Planner, San Joaquin County Dept. of Planning and Building Inspection, December 21, 1987.

47	22	Reference relationships to other projects, plans, etc., p. B-11: Falcon Energy Associates, for example.
48	20	State that the environmental impact affecting soil is the conversion of 496 ac. of agricultural land, p. D-2.
49	21	Project implementation may also conflict with aerial crop spraying practices, under land use impacts, I-13.
50	25	Intersection number identifiers in Fig. J-1 should also be included appropriately in Table J-1 and Table J-2.
51	24	Mitigation was not identified for intersections numbered 1 and 2 in the Traffic section.
52	29	The Montezuma Fire Protection District is a special district, not part of the San Joaquin County services. Establishment of a new fire station in the project vicinity should be considered necessary mitigation.
53	21	The County Planning Division supports an alternative project site already within the existing urban fabric.
54	30	The projection for 6,500 new jobs may be optimistic given trends towards automation for warehousing.

Memorandum from John B. Hymes, Fire Marshall, Stockton Fire Department, December 21, 1987.

55	29	Response distances to the project site are unacceptable based on the Stockton Fire Department model.
56	29	The Fire Dept. fully supports the well sites as proposed by Public Works.

Letter from John H. (Jack) Tone, Jack Tone Ranch, Stockton, CA, January 9, 1987.

57	18	Despite the brown & Caldwell study which indicated that groundwater is being overdrafted by 70,000 AF annually, San Joaquin County measurements indicate increases in groundwater levels.
58	30	Believes that W.I.D. can change their permit to include Municipal services.
59	30	The project should have backup wells, as does the rest of Stockton.
60	30	Due to the temporary nature of SEWD's contract for Melones water, outlying communities should seek other more permanent sources.



Cmnt Resp
page

Comment

Letter from Edward M. Steffani, General Manager, Stockton East Water District, December 11, 1987.

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|----|----|--|
| 61 | 18 | The Brown and Caldwell study identifies an existing and increasing overdraft condition in the vicinity. |
| 62 | 19 | Conversion of agricultural areas to urban land uses can create new demands on potable water supplies. |
| 63 | 29 | The project site is located over an existing cone of depression, and consequently, should participate in extension of domestic water to the vicinity rather than relying on wells. |



B. Comments and Responses

Hydrology

Comment: Sediment basins, etc., must be a requirement should the project go forward.

Sandra A. Shimosaki, Soil Conservationist, USDA Soil Conservation Service, 1.

Response: As discussed in the DEIR, page D-3, filter berms, sandbag barriers, hay bale barriers, culvert risers, filter inlets, and/or sediment/detention basins will be utilized as appropriate during construction. Disturbance of areas within the North Little John Creek channel or Weber Slough channel will be minimized, as wherever possible, an undisturbed natural corridor will be maintained along the creeks.

Comment: The Reclamation Board will require permits for all construction, filling, grading and clearing that may alter downstream flows, including permits for the proposed detention pond, roadway crossing(s) and other on site improvements to the creek channel.

Raymond E. Barsch, General Manager, The Reclamation Board, 5.

Response: All required permits will be obtained prior to construction.

Comment: Rights of way along Weber Slough and North Little John Creek should be dedicated to the County Flood District to allow for expansion of the respective channels. These rights of way are independent of any open space buffer areas required by Department of Fish & Game.

R. L. Palmquist, Environmental Coordinator, San Joaquin County, Department of Public Works, 30, 31, 32.

Response: The requested right of way will be provided to allow for expansion of the North Little John Creek channel. Similarly, depending on project design, either the requested right of way or a viable alternative will be provided to allow for increased of flows in Weber Slough.

Comment: On page E-2 of the DEIR, the second paragraph should read "According to the Flood Insurance Rate Map..." instead of "Stockton General Plan 2000".

Harry W. Montgomery, Director, Stockton Department of Public Works, 41.



Response: The reference to the "Stockton General Plan 2000", page E-2 of the DEIR, should read "Flood Insurance Rate Map".

Comment: Expand the discussion of 100 year floodplain impacts, pages E-4 & K-3, to the storm system and pump station.

Harry Montgomery, Director, Stockton Dept. of Public Works, 42.

Response: It is recognized that special design considerations will be required to facilitate development within the 100 year floodplain. All components of the project will be developed in accordance with the adopted Stockton Flood Damage Protection Ordinance. Examples of measures which will be incorporated as appropriate include use of materials and utility equipment resistant to flood damage, design and location of electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during flooding conditions, provision of adequate drainage paths around structures on slopes to guide flood waters around and away from proposed structures, construction of floor elevations above the base flood elevation as required, and design of the water supply and sanitary sewage system to minimize infiltration by flood waters.

Comment: The Brown and Caldwell study indicates that groundwater is being overdrafted by 70,000 AF annually, and could exceed 200,000 AFA if additional surface water sources are not identified (Steffani). Contrary to the Brown and Caldwell study, information compiled by San Joaquin County indicates that groundwater levels in the eastern portion of the County have risen by 26 feet since 1977 (Tone).

Edward M. Steffani, General Manager, Stockton East Water District, 61; John H. Tone, Jack Tone Ranch, Stockton, 57.

Response: Regionally, overdrafting of groundwater supplies continues to be an issue of serious concern. Because of its proximity to the delta, overdrafting and infiltration of salt water has received more attention in Stockton than other locales in the vicinity. In recent years San Joaquin County and the City of Stockton have initiated measures to lessen pressure and allow recovery of the natural aquifers. Although data from the Brown & Caldwell study indicates that overdrafting continues to occur in the area, the information provided by Mr. Tone in this comment indicates that replenishment is occurring. The DEIR recognizes that the use of groundwater should be evaluated on a project by project basis to ensure that an overdrafting situation is not perpetuated or re-established. The proposed project is for development of a light industrial warehousing land use which is not anticipated to be a substantial user of water, regardless of the source. The project proponent will cooperate with the City of Stockton to ensure adequate water supplies are available to serve the site.



Comment: Irrigation water provided in the vicinity may not be suitable for domestic uses, and consequently, conversion of agricultural land to urban land uses can create an increased demand for water which is suitable for domestic uses.

Edward M. Steffani, General Manager, Stockton East Water District, 62.

Response: The DEIR discusses that fact that the quantity of water which would be required to serve the proposed project could be less than that currently required to serve the agricultural operation on the site. As identified in this comment, water utilized for irrigation may be of less than adequate quality to serve domestic uses. If such a situation exists, then conversion to urban land uses would create a new demand for potable water. According to Jack Tone (Comment 58), the snow melt water of W.I.D. should be easier to purify than the delta water utilized by SEWD, and it may be feasible for W.I.D. to alter their services to provide municipal water. A spokesperson for W.I.D. has indicated that the irrigation district is not interested in providing water for-municipal purposes.

Land Use

Comment: The airport has expressed concern regarding potential encroachment by developing urban land uses in the vicinity. Identified concerns include the location of this site relative to aircraft traffic patterns, increased runoff and consequent downstream flooding of airport property, attraction of waterfowl by detention ponds, structural height requirements, interference from ground lighting and reflective surfaces, sensitivity of the project to aircraft noise, and potential interference with navigational/radio communication.

George L. Spadafore, Airport Manager, Stockton Metropolitan Airport, 2.

Response: On pages I-2 through I-6, the DEIR discusses the location of the site relative to the airport as well as potential land use conflicts which may arise in conjunction with development of areas surrounding the airport. According to the Approach and Clear Zone Plan included in the Environmental Resources Management Element of the Stockton General Plan, the site is not located beneath the approach/departure surfaces of the air traffic pattern. Approximately one-fourth of the site is beyond the airport clear zone, a small portion of the site is beneath the area designated as the horizontal air operations surface (elevation 180.5 feet), and the majority of the site is beneath the 20:1 conical air operations surface. However, because the site is within the Airport Area of Influence, the project will be subject to airport related Federal (FAA), State,



and local regulations. Most notable of these constraints include structural height limitations, use of "nonglare" materials, directional lighting, and restriction of activities which could interfere with navigation and/or radio communications. On page I-14, the DEIR indicates that the project will be developed to comply with these regulations. Drainage concerns expressed by the airport present a dilemma to project design. A spokesman for the airport has indicated that increased flows in North Little John Creek would be unacceptable because of the low lying nature of airport property. On the other hand, the proposed detention facility required to mitigate this impact is considered unacceptable by the airport because it could attract waterfowl to the vicinity.

As discussed in the DEIR, page I-13, the site is outside the 60dB Cnel airport noise contour identified in the **Noise Element** of the **Stockton General Plan**. Subsequent noise analysis by the firm of Brown-Buntin Associates indicates that the contours presented in the **Noise Element** are conservative and the 60 dB Cnel contour is actually nearer to the airport than shown. Consequently, the project site is well outside of the area where airport generated noise impacts are considered significant. Further, warehousing represents a "low employee density" land use which does not require extensive signage or lighting, and is consequently, often considered a desirable urban land use around airports.

Comment: Providing that the airport related measures identified in the DEIR are implemented, the Division of Aeronautics has no comments on the project.

Jack D. Kemmerly, Chief, DOT Division of Aeronautics, 12.

Response: Measures are proposed in accordance with applicable Federal, State, and Local requirements.

Comment: The site is located within an agricultural preserve, and the County considers 1/3 of the site to be prime agricultural land. The DEIR should state that the environmental impact affecting soil is the conversion of 496 acres of agricultural land. The DEIR should indicate that premature conversion of agricultural land represents an unmitigatable significant impact.

Dennis J. O'Bryant, Environmental Program Coordinator, Dept. of Conservation, 6; Bruce C. Baracco, Senior Planner, San Joaquin County Department of Planning and Building Inspection, 48. Ilona Rice, Research Assistant, California Department of Food and Agriculture, 13.

Response: In the Geology and Soils section, pages D-1 and D-2, the DEIR indicates that approximately one-third of the site is composed of prime agricultural soils, and that implementation of the project would result in conversion of this resource to urban land use. In the Land Use section, page I-1, the DEIR indicates



that "Although no portion of the site is under Williamson Act Contract, the property is within an area which has been designated as Agricultural Preserve". Page I-12 of the DEIR states that "Implementation of the project would eliminate agricultural use of the site, approximately one-third of which consists of prime agricultural soils.". The DEIR states that implementation of the project will result in significant land use impacts.

Comment: Alternatives which will lessen the farmland conversion impact of this project should be analyzed. This project would constitute premature conversion of agricultural land with significant permanent impacts. The California Department of Food and Agriculture favors infill rather than discontinuous growth. The County Planning Division supports an alternative project site already within the existing urban fabric.

Dennis J. O'Bryant, Environmental Program Coordinator, Dept. of Conservation, 8; Ilona Rice, Research Assistant, California Department of Food and Agriculture, 14; Bruce C. Baracco, Senior Planner, San Joaquin County Department of Planning and Building Inspection, 53.

Response: The Land Use section of the DEIR, pages I-1 through I-15, discusses the appropriateness of implementation of this project at this time. Pages I-6 through I-12 of the DEIR are dedicated to discussion of the surplus of industrial zoned land within the City, and indicates that annexation of this site to provide additional industrial area may not be appropriate. The DEIR, page I-12, notes that implementation of this project would not be in conformance with City and County policies encouraging infill, and suggests that imminent implementation of this project could represent premature conversion of the area to urban land use.

Comment: The project would introduce land uses which conflict with existing agricultural operations in the vicinity. Project implementation may conflict with aerial crop spraying practices.

Ilona Rice, Research Assistant, California Department of Food and Agriculture, 15; Bruce C. Baracco, Senior Planner, San Joaquin County Department of Planning and Building Inspection, 49.

Response: Vicinity land uses include institutional, rural residential, industrial, commercial and agricultural uses. The first paragraph on page I-13 of the DEIR indicates that potential conflicts could arise between the proposed industrial land use and continued farming in the vicinity. However, such a juxtaposition of land uses currently exists between the project site and industrial property to the west. It is possible that industrial development of the site could interfere with aerial spraying of the abutting agricultural properties. However,



institutional, commercial, and rural residential land uses which already exist in the vicinity represent more sensitive land uses than that proposed in this project. Structures could pose additional hazards for low flying agricultural pilots. As identified in the comment by Ilona Rice (Comment 15), development of buffers, landscaping, and/or "right to farm" ordinances represent possible mitigation measures for this potential land use incompatibility.

Comment: The DEIR should reference other projects in the vicinity, most notably Falcon Energy Associates and the proposed super collider.

Bruce C. Baracco, Senior Planner, San Joaquin County Dept. of Planning and Building Inspection, 47; Ron Valinoti, Director, San Joaquin Local Health District, 4.

Response: The Falcon Energy Associates Agricultural Biomass Processing and Resource Recovery Facility should be added to the list on page B-11 under Relationship to Other Projects, Plans, and Policies. The facility will be located on a 57 acre site at the southeast corner of Mariposa Road and Austin Road, just east of the Arch Road Industrial Park project, and will incorporate two processing plants for the conversion of agricultural wastes into briquettes for bio-mass fuel sources. Since preparation of the DEIR, the State of California has been eliminated from consideration as a potential location of the super collider.

Traffic

Comment: The DEIR should discuss transit services as a potential mitigation for traffic impacts, including trip reduction measures, project sponsored park and ride lots and the establishment of Areas of Benefit.

Elliot C. Jones, Stockton Metropolitan Transit District (SMART), 9; Douglas J. Reed, San Joaquin County Council of Governments, 33, and 35.

Response: Transit services represent a practical means of reducing traffic generation by urban land uses. The effectiveness of most TSM measures is dependent upon the willingness of residents and employees to participate in the programs. Examples of TSM measures which could be implemented by area employers include 1) preferential parking areas for car pool vehicles, 2) financial support for van pool/car pools, 3) establishment of promotional programs including designation of company ridesharing coordinators, 4) development of flex time work shifts in order to minimize traffic generated during peak travel periods, and 5) provision of secured bicycle storage facilities and shower/locker rooms for bicycle commuters.



Comment: The project must include facilities to accommodate extension of transit services to the property. The following design considerations are recommended: 1) a relatively straight roadway of 12 feet travel width minimum, plus sidewalks, 2) connect this roadway with adjacent development, 3) provision of an access road without parking stalls, 4) develop a system of linked sidewalks or pedestrian paths between the development and bus stops, 5) design of the project with entrance orientation towards main arteries, and 6) construction of bus access areas which are equipped to handle axle loads, 7) offset walls to provide adequate space for bus stop facilities, 8) bus turnouts of ample width and length, and 9) bus stop facilities including signage with schedules, curb set backs, lighting, and shelters.

Elliot C. Jones, General Manager, Stockton Metropolitan Transit District (SMART), 10.

Response: Only conceptual project design has been accomplished to date. The project is proposed to incorporate design considerations and necessary facilities to facilitate extension of transit services. As design of the site progresses, these amenities will be incorporated.

Comment: In addition to site specific transit concerns, optimal locations for park and ride facilities should be identified. The facilities should be located in such a manner to provide maximum reduction in vehicular miles traveled, and should be designed to accommodate the needs of bicycle and handicapped commuters.

Elliot C. Jones, General Manager, Stockton Metropolitan Transit District (SMART), 11; Douglas J. Reed, Planner, San Joaquin County COG, 34.

Response: The provision of park and ride facilities is beyond the responsibility of this single project. Optimal locations for such facilities should be identified and promoted by SMART. As growth occurs in the south Stockton area, efforts should be made acquire the desired locations and implement development of the facilities. In order to anticipate eventual need, a program should be established which could assess fees to fund development of such facilities.

Comment: A more detailed impact analysis of Route 99 interchanges at Arch Road and Mariposa is necessary. The proposed addition of two left turn lanes to westbound Mariposa would require additional improvements. The frontage road at Intersection 309 has only one lane in each direction, and consequently, two lanes cannot be funneled into a single receiving lane from Arch Road.

Dana Cowell, Chief, DOT Transportation Planning Branch, 16, 20, 22, 24, 25; R. L. Palmquist, Environmental Coordinator, San Joaquin Department of Public Works, 29.



Response: TJKM transportation consultants prepared the responses to traffic engineering comments, and a copy of their formal responses are appended to this document. According to TJKM, based on the traffic projections for the "Cumulative plus Project Traffic", the following roadway widths will be necessary to accommodate future traffic volumes:

Mariposa Road and Route 99 overcrossing	- six lanes
Arch Road and Route 99 overcrossing	- eight to ten lanes
Route 99 south of Arch Road	- four lanes
Route 99 from Arch Road to Farmington Road	- eight lanes
Route 99 north of Farmington Road	- ten lanes.

The Mariposa and Arch Road overcrossing widths are dependent on interchange design, and will vary with different design assumptions. It is recognized that a ten lane overcrossing at the intersection of Arch Road and Highway 99 may not be feasible. It is assumed that the frontage road will be widened to two lanes to accommodate the dual left turn lanes at intersection 309. The two lanes on the frontage road will then merge back into one lane on the far side of the intersection. The original letter from TJKM Transportation Consultants is appended to this document.

Comment: Mitigation measures were not identified for intersections No. 1 and No. 2 in the Traffic section.

Bruce Baracco, Senior Planner, San Joaquin County Dept. of Planning and Building Inspection, 51.

Response: Under cumulative conditions, the interchange is proposed to be re-designed, and intersections 1 and 2 would be eliminated. Instead of connecting to the frontage road, the off ramps would connect directly to Arch Road. This proposed reconfiguration is identified as intersections 195 and 198 under the cumulative mitigation scenario.

Comment: An analysis of Highway 99 south of Arch Road to north of Mariposa Road is necessary. The Arch Road overcrossing limits sight distance which may contribute to an increase in accidents.

Dana Cowell, Chief, DOT Transportation Planning Branch, 17, 18, 19, 21.

Response: According to TJKM Transportation Consultants, the San Joaquin County Council of Governments Interchange Study is expected to provide recommendations for Route 99 as well as interchange improvements at Mariposa Road and at Arch Road. According to Caltrans (Comment 18) the San Joaquin Interchange study will indicate that Highway 99 will require widening to six lanes as well as improvements to the Arch and Mariposa Road interchanges. The issues of sight distance, limited right-of-way and accident potential should be addressed in the more detailed interchange study.



Comment: Capacities used in the I/C analysis exceed those from Table 6 and those for rural freeways on 102.1 of the Highway Design Manual.

Dana Cowell, Chief, DOT Transportation Planning Branch, 22.

Response: The capacities used in the analysis are saturation flow rates for 100 percent green time without startup delay and lost yellow time. These capacities are higher than the standard capacities in the Highway Design Manual. The saturation flow rates are based on field studies conducted in a number of cities.

Comment: Convert the right turn lane on southbound 99 off loop to a free right turn at Intersection 332.

Dana Cowell, Chief, DOT Transportation Planning Branch, 23.

Response: TJKM's definition of a free turn lane is an exclusive turn lane not under signal control and with an exclusive lane to turn into. Based on field observations, the right turn from southbound 99 off loop at intersection 332 (Mariposa Road/Route 99 loop) is an exclusive turn lane, but turning traffic must merge with the eastbound through traffic into one lane.

Comment: Intersection number identifiers in Fig. J-1 should also be included appropriately in Table J-1 and Table J-2.

Bruce Baracco, Senior Planner San Joaquin County Dept. of Planning and Building Inspection, 50.

Response: As requested, the intersection number identifiers have been added to Tables J-1 and Table J-2. The revised tables are are presented on the following page.

Comment: The last two proposals on page J-16, Intersection 188 need to be rephrased: it cannot be interpreted as is.

Dana Cowell, Chief, DOT Transportation Planning Branch, 26.

Response: The last mitigation measures for intersection 188 should read:

- Convert the southbound exclusive right turn lane (from northbound Route 99 off ramp) to a shared through/right turn lane.
- Convert the southbound shared through/left turn lane (from northbound Route 99 off ramp) to an exclusive left turn lane.



Table J1
Existing and Existing Plus Project
Volume to Capacity Ratios and Levels of Service

Intx Number	Intersection	Existing		Existing + Project	
		V/C	LOS	V/C	LOS
1	Frontage Rd/Hwy 99 NB off	0.33	A	0.80	C
2	Frontage Rd/Hwy 99 SB off	0.30	A	0.76	C
187	Hwy 99 SB on/Mariposa Rd	0.49	A	0.59	A
188	Hwy 99 NB on/Mariposa Rd	0.42	A	0.59	E
230	Frontier Way/Arch Road	0.21	A	1.18	F
309	W. Frontage Rd/Arch Rd	0.41	A	1.13	F
320	E. Frontage Rd/Arch Rd	0.33	A	1.18	F
321	W. Project Access/Arch Rd	0.22	A	1.34	F
322	Main Project Access/Arch Rd	0.22	A	0.97	E
323	Newcastle Rd/Arch Rd	0.24	A	0.73	C
324	E. Project Access/Arch Road	0.12	A	0.73	C
325	Stagecoach Rd/Mariposa Rd	0.32	A	1.32	F
326	N. Project Access/Mariposa Rd	0.31	A	1.26	F
332	Highway 99 Loop/Mariposa Rd	0.36	A	0.70	B

Table J2
Cumulative and Cumulative Plus Project
Volume to Capacity Ratios and Levels of Service

Intx Number	Intersection	Existing		Existing + Project	
		V/C	LOS	V/C	LOS
1	Frontage Rd/Hwy 99 NB off	3.69	F	4.16	F
2	Frontage Rd/Hwy 99 SB off	1.95	F	2.41	F
187	Hwy 99 SB on/Mariposa Rd	1.45	F	1.63	F
188	Hwy 99 NB on/Mariposa Rd	0.72	C	1.20	F
230	Frontier Way/Arch Road	1.19	F	2.24	F
309	W. Frontage Rd/Arch Rd	4.60	F	5.23	F
320	E. Frontage Rd/Arch Rd	3.26	F	4.19	F
321	W. Project Access/Arch Rd	0.58	A	1.70	F
322	Main Project Access/Arch Rd	0.58	A	1.34	F
323	Newcastle Rd/Arch Rd	0.66	B	1.01	F
324	E. Project Access/Arch Road	0.56	A	1.11	F
325	Stagecoach Rd/Mariposa Rd	0.67	B	1.56	F
326	N. Project Access/Mariposa Rd	0.53	A	1.50	F
332	Highway 99 Loop/Mariposa Rd	1.52	F	1.57	F

Comment: Caltrans has no funding programmed for capacity enhancement on Route 99 in the project vicinity.

Dana Cowell, Chief, DOT Transportation Planning Branch, 27.



Response: As noted in the comment, Caltrans does not have the funding available for Route 99 improvements in the vicinity of the project.

Comment: The Arch Road/Sperry Road Plan Line does not include the portion of Arch Road fronting the project.

R. L. Palmquist, Environmental Coordinator, San Joaquin Dept. of Public Works, 28.

Response: The Arch Road/Sperry Plan Line was not utilized for the traffic analysis in this DEIR. A more detailed traffic analysis was prepared.

Comment: The last paragraph, page J-12, should read "These mitigation measures would improve the V/C ratio to 0.74 (LOS C) from 1.18 (LOS F) in the PM peak hour".

Harry W. Montgomery, Director, Stockton Department of Public Works, 37.

Response: The DEIR stands corrected for page J-12 as noted in this comment.

Comment: Mitigation measures identified for intersections 324 and 332 do not appear to be required; page J-14, J-15.

Harry W. Montgomery, Director, Stockton Department of Public Works, 38.

Response: It is true that both intersections are predicted to operate at LOS "C" or better without implementation of the identified improvements under "Existing Plus Project" conditions. However, as presented in Table VI of the appended traffic analysis, the improvements would be required under "Cumulative Plus Project" conditions in order to maintain acceptable LOS at the concerned intersections. This information is also presented on page J-23 of the DEIR. As a result of a printing error, this page was omitted from the DEIR, but is now appended to this Comments and Responses document.

Comment: Page 11 of Appendix 3, the last sentence should be changed to read "These mitigation measures would improve the V/C ratio to 0.74 (LOS C) from 1.18 (LOS F) in the P.M. peak hour."

Harry W. Montgomery, Director, Stockton Department of Public Works, 40.

Response: The correction is noted.



Comment: There are apparently some missing pages from the end of the traffic section. These pages are included in the appendix, and consequently, no additional comments are necessary.

Harry W. Montgomery, Director, Stockton Department of Public Works, 39.

Response: Through a printing error, pages J-20 through J-24 were omitted from the DEIR. These pages contained mitigation measures for traffic related impacts. However, this information was included in the EIR Appendices 2 and 3. The pages in question are appended to this Comments and Responses document.

Growth Inducing Impacts

Comment: Approval of this project will likely add to the impetus for further development in the area. The FEIR should contain a more thorough analysis of the project's cumulative and growth-inducing impacts.

Dennis J. O'Bryant, Environmental Program Coordinator, Dept. of Conservation, 7.

Response: The DEIR discusses cumulative impacts in Section B, the Summary, as well as within the applicable sections of the body of the report. Section N discusses the growth inducing impacts anticipated to result with implementation of the project. The most quantifiable growth-inducing impact is predicted to result from the creation of additional jobs in the vicinity. A less quantifiable aspect of growth-inducing impacts concerns the approval of the project outside of the current City limit. As discussed in the Land Use Section of the DEIR, the project site is located in an area on the fringe of urban growth. Although numerous urban land uses surround the site, agriculture is still the predominant activity in the project vicinity. Approval of this project could set a precedence for consideration of other agricultural land in the area for conversion to urban land uses. This impact is most pronounced if considered in a short term perspective. The DEIR identifies that approval of this project at this time could represent premature conversion of the site to urban land use. Such an action could set a precedence for requests to develop adjoining agricultural lands. However, as further discussed, the site is logically located for eventual urban development, and the proposed project seems a reasonable long term use for the site. Development of the I-99/Arch Road interchange, growth of the airport, expansion of the institutional facilities south of the site, and adjacent industrial development represent long term uses which could interfere with continued agricultural use of the site, and consequently support eventual urban development of the site.



Utilities

Comment: Provision of public water and sewer services is recommended prior to approval of project. The project should not rely on wells for water, and should participate in construction of a water line to serve the vicinity.

Ron Valinoti, Director, San Joaquin Local Health District, 3; Edward M. Steffani, General Manager, Stockton East Water District, 63.

Response: The DEIR supports the recommendation that water and sewer services be identified prior to construction on the site, and discusses feasible means for extension of municipal services to the site. As requested by the City of Stockton, wells are proposed on the site to supplement pressure and supply from adjacent lines which will be extended to the site.

Comment: As referenced on page K-3, Figure A3 does not exist. Change the date for the Wastewater Collection System Master Plan on p. K-4 to August 21, 1987. Revise p. K-7: The principle function of Collection System 8 is to serve future growth and relieve flows in Collection System 7. Revise figure K-1 to reflect all branches as indicated in the Sanitary Sewer Master Plan at nodes F14, F6, F5 and F2.

Harry W. Montgomery, Director, Stockton Department of Public Works, 43, 44, 45, and 46.

Response: Figure "A3" should read "C3" which is the Project Master Plan Map. As noted, the date of the Wastewater Collection Master Plan should be August 21, 1987. On page K7, the DEIR should state that "The principle function of Collection System 8 is to serve future growth and relieve flows in Collection System 7. The purpose of Figure K1 was to indicate those branches of the sanitary sewer system directly impacted by this project. As requested, Figure K1 has been amended to indicated all branches of the system in the vicinity. The amended Figure is appended to this Comments and Responses document.

Comment: The Montezuma Fire Protection District is a special district, not part of the San Joaquin County services. Establishment of a new fire station in the project vicinity is to be added to mitigation measures on page K-10 of the DEIR. Response distances to the project site are unacceptable based on the Stockton Fire Department model. The Stockton Fire Dept. supports the anticipated well sites as proposed by Public Works.

Bruce C. Baracco, Senior Planner, San Joaquin County Dept. of Planning and Building Inspection, 52; John B. Hymes, Fire Marshall, Stockton Fire Department, 55, 56.



Response: The DEIR, page K-11, indicates that the distance from existing fire stations to the southern city limit is already beyond acceptable limits, and that construction of a new fire station in the southern portion of the City is required.

Comment: It may be possible for W.I.D. to change their permit to include municipal service in the "Woodbridge Area". The project should have backup wells, as does the rest of Stockton. Due to the temporary nature of the Stockton East Water District contract for Melones water, nearby cities should seek permanent supplies.

John H. (Jack) Tone, Jack Tone Ranch, Stockton, 58, 59, 60.

Response: A representative from the Woodbridge Irrigation District (W.I.D.) replied that W.I.D. would not provide water to the project. They provide water solely for agricultural irrigation purposes. It would not be a likely option that they would alter permits in the near future to include the project site. The DEIR is in agreement with the comment that backup wells should be provided for as required by the City of Stockton. As noted in the comment, it may be advantageous for neighboring cities to consider other sources for permanent water supplies.

Misc.

Comment: Misspelling of "Environment" in "Short Term Use of the Environment vs. Long Term Productivity" summary section.

Harry W. Montgomery, Director, Stockton Department of Public Works, 36.

Response: The misspelling of "Environment" in the mentioned summary section stands corrected, as requested.

Comment: The projection for 6,500 new jobs may be optimistic given trends towards automation for warehousing.

Bruce C. Baracco, Senior Planner, San Joaquin County Dept. of Planning and Building Inspection, 54.

Response: The job estimates presented in the DEIR are based on information from existing light industrial land uses. It is possible that automation could reduce the number of jobs anticipated in conjunction with the project.



C. Letters of Comment



United States
Department of
Agriculture

Soil
Conservation
Service

1222 Monaco Court Suite 23
Stockton CA 95207
(209) 946-6229

November 10,

RECEIVED

NOV 12 1987

Mr. Mike Niblock
City of Stockton
Community Development Department Planning Division
6 East Lindsay Street
Stockton, CA 95202

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

RE: EIRI-87--Draft Environmental Impact Report for the Arco Road
Industrial Park, Units 3 and 4

We have no comments to add to our letter sent you January 30, 1987.
As stated in that letter, the Clear Lake soil is prime farmland, a
very limited resource. Comment 4 stated "The proposed use will
increase run-off, and sediment into the Little John Creek. Sediment
basins, etc. must be a requirement, should the project go forward."

①

If you have any questions, feel free to contact us.

Sincerely,

Sandra A. Shimozaki

SANDRA A. SHIMOZAKI
Soil Conservationist



RECEIVED

NOV 19 1987

COUNTY OF SAN JOAQUIN
DEPARTMENT OF AVIATION
George L. Spadafore
Airport Manager

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

November 17, 1987

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NOV 19 1987

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

Mr. John Carlson, Director
City of Stockton
Community Development Department - Planning Division
6 E. Lindsey Street
Stockton, CA 95202

Attention: Michael M. Niblock, Associate Planner

Subject: County of San Joaquin - Department of Aviation
Response to City of Stockton EIR 1-87-- Draft Environmental
Impact Report for the Arch Road Industrial Park, Units 3 & 4
(SCH#87020302)

Gentlemen:

The County of San Joaquin - Department of Aviation (Stockton Metropolitan Airport) has reviewed the above subject Draft Environmental Impact Report (DEIR) regarding the proposed Arch Road Industrial Park Units 3 and 4. The Department of Aviation thanks you for the opportunity to respond to this proposed project.

As related to you and other agencies in previous correspondence involved in the development of projects near the Stockton Metropolitan Airport, the Department of Aviation is totally opposed to any project that would encroach or infringe upon the operational integrity and efficiency of the airport and/or tend to restrict or constrict activities associated with the airport's operation. As pointed out in previous correspondence from our office, we believe that there are certain basic concerns that cannot be mitigated when projects of this nature are proposed to be located so close to the airport. Some of these basic concerns are as follows:

1. LOCATION:

The proposed project lies within the Airport Area of Influence Boundary, previously established by the Council of Governments/Airport Land Use Commission (COG/ALUC), adopted by that agency in October 1983. The proposed project would be located in the area where aircraft making approaches for landings and/or taking off from the airport would be subjected to continual overflights. Consequently, any developments in this area would be continually subjected to aircraft overflight and the resultant noise and potential safety hazards. As you know, the Airport Area of Influence Boundary was established by the Airport Land Use Commission to protect the people on the ground near the airport as well as the aircraft utilizing the airport.

2. DRAINAGE/FLOODING:

Currently, there are natural sloughs and waterways that run on or about the airport property which drain surface rain water from the area on or near the airport. Any development or construction in the airport area that would affect the absorption of the water and/or its runoff that changes the current natural water system could cause flooding of the airport property and its attendant runways and taxiways. Naturally, if flooding should occur, it would shut down the airport's aviation activity, including air carrier operations. Therefore, any proposed project developed in and about the airport has to be extremely careful that it does nothing to disrupt the current water flow and drainage system affecting airport property.

3. RETENTION PONDS:

The proposed project has plans to construct a 10.6 acre retention pond to mitigate any potential problems from water drainage created by that project. As cited in the study, "The conversion of the existing agricultural use to an urban use will result in the majority of the site being covered with impervious surfaces. This will result in less infiltration, an increase in the volume of storm water runoff, and a decrease in the time required to reach peak runoff volume". Any water ponding (natural or artificial), becomes a major water fowl attractant. Consequently, if the developers of the proposed project do plan to build the aforesaid mentioned 10.6 acre retention pond, the airport would be totally opposed to its construction. As you undoubtedly know, the Central San Joaquin Valley is a major water fowl flyway. Birds in and about an airport create an extremely hazardous environment due to potential aircraft bird strikes. Consequently, additional ponding near the airport, would serve as another bird attractant and increase potential safety hazards as a result of more birds in the nearby vicinity of the airport, especially when it would be in the nearby area to the approach end of the main Runway 29R at Stockton Metropolitan Airport. As you know, the City of Stockton refuse disposal site is located a short distance from the airport on Austin Road and already attracts a large number of seagulls on a daily basis. These birds will frequent any water ponding available. Therefore, as stated previously, any proposed project near the airport with proposed ponding would not be acceptable to the airport.

4. STRUCTURAL HEIGHT REQUIREMENTS:

Any project built this close to the airport would have to be extremely cognizant of structural height requirements and be in compliance with the airport conical and horizontal air space slope area so that any new facilities would not interfere with the utilization of the airport by aircraft. Of course, anything that would be in violation of the various requirements and/or present a potential safety hazard, would cause the airport to be in opposition to such a proposed structure. Furthermore, the Federal Aviation Administration (FAA) would not give approval to construction of such a facility near the airport if it did not comply with its requirements. Any proposed construction or development in this area would have to be in accord with FAA and airport regulations. More specifically, a proposed developer of this property would probably have to file an FAA Form 7460-1 (Notice of Construction), for the development of this property.

5. LIGHT AND REFLECTIVE MATERIALS:

Proposed developments in and about the airport should be cognizant of the fact that the use of lighting and/or materials such as glass or shiny metal that would present a reflective glare to aircraft attempting to land at the airport should not be used whenever possible. I believe that you are vividly aware of the current concerns with the lighting problem at the County Sports Complex located just north of the airport's main runway on Highway 99 Frontage Road.

6. AIRCRAFT NOISE:

Any proposed development near the airport should be made vividly aware of aircraft activity and/or noise created by aircraft utilizing the airport. As you know, the County of San Joaquin has submitted an application to the Federal Aviation Administration for funding of a FAR Part 150 Airport Noise Study to determine land uses that would be compatible, or non-compatible, with airport operations. This study, once completed, would be an invaluable tool to all city/county agencies involved with the development of proposed projects near the airport. Consequently, any proposed development should be made abundantly aware of potential aircraft noise.

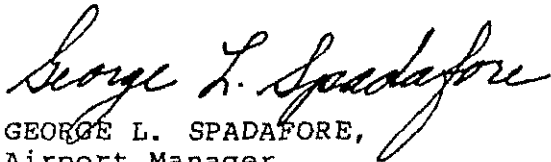
7. INTERFERENCE WITH RADIO COMMUNICATION AND/OR NAVIGATIONAL AIDS:

Of course, the Airport would be opposed to any activity that would have a detrimental effect on radio communications, radio frequencies and/or navigational aids, either at the airport or being used by aircraft attempting to use the airport.

Remember, the airport had its beginnings in its current location in the mid-1920's. It is not the airport that is infringing or encroaching into the proposed development area. It was located in its current area many years ago to avoid any potential conflict with the urbanized areas of our community. Stockton Metropolitan Airport is one of the primary community transportation resources that will help enhance the future growth and development of San Joaquin County and the surrounding areas. Furthermore, remember, that Stockton Metropolitan Airport currently provides 668 direct and indirect jobs, an annual payroll of approximately \$14.5 million dollars, and an economic impact value of \$47.5 million dollars annually for our community. It is essential that we preserve and protect our airport's operational integrity NOW!

If we can provide you with any additional information regarding this matter, please do not hesitate to contact me.

Sincerely,



GEORGE L. SPADAFORE,
Airport Manager

GLS:mlm

c: San Joaquin County Board of Supervisors
David D. Rowlands, Jr., County Administrator
County Counsel (John F. Cheadle/Steven B. Bassoff)
San Joaquin County Aviation Advisory Committee
Jerry Scott, Executive Officer, Local Agency Formation Commission
of San Joaquin County
Peter Verdoorn, Exec. Director, San Joaquin Council of Governments
Chet Davisson, Director, San Joaquin County Planning & Building
Inspection Division
Henry Hirata, Director, San Joaquin County Public Works Department
Michael J. Mavrakis, Federal Aviation Administration, Burlingame
John Pfeifer, Federal Aviation Administration, Burlingame
Jerry Martin, Manager, Stockton Air Traffic Control (FAA)
Jack Kemmerly, Chief, California Division of Aeronautics
Fred Stewart, Office of Planning, Division of Aeronautics
McClintock, Becker & Associates, Aviation Consultants
Dave Vavzinzcak, Chief, Montezuma Fire District

BOARD OF TRUSTEES

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Pimentel
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iel L. Flores
y D. Mast, M.D.

SAN JOAQUIN LOCAL HEALTH DISTRICT

1601 East Hazelton Avenue, P.O. Box 2009

Stockton, California 95201

(209) 466-6781

Jogi Khanna, M.D., M.P.H., District Health Officer

SERVING

City of Lodi
San Joaquin County
San Joaquin County
City of Escalon
City of Manteca
City of Ripon
City of Stockton
City of Tracy
San Joaquin County

November 18, 1987

Mike Niblock, Associate Planner
Stockton City Planning Division
City Hall
Stockton, CA. 95202

RE: EIR1-87 - Arch Road Industrial Park, Units 3 & 4

3) The San Joaquin Local Health District recommends that this project not be approved without the provision of public water and sewer services.

4) Of further note, page B-12 of the referenced EIR makes only one small mention of the Super Collider being proposed for this area. In fact, if the collider is approved for San Joaquin County, the collider ring will pass under the subject property with the possibility a refrigeration compressor unit being located in the area. The impact of the collider should be further addressed.

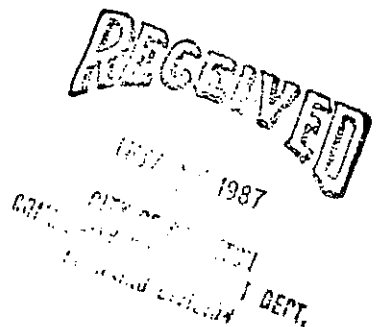
Should you have any questions on this matter, please contact Fred Kaufman, Supervising Sanitarian, of my staff, at 468-3436.

Jogi Khanna, M.D., MPH
District Health Officer

Fred Kaufman

7 Ron Valinoti, Director
Environmental Health Division

RLV/FK:ss



Memorandum

Date : NOV 25 1987

To : 1. A-38
Gordon F. Snow
Assistant Secretary for Resources
The Resources Agency

2. Mike Niblock
Associate Planner
City of Stockton
6 East Lindsay Street
Stockton, CA 95202

From : THE RECLAMATION BOARD

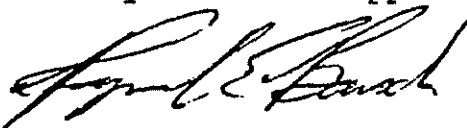
Subject : Arch Road Industrial Park, Units 3 and 4 (SCH 87020302)

Staff for The Reclamation Board has reviewed the Draft Environmental Impact Report (DEIR) for the subject project and has the following comments.

5 The Board has no jurisdiction over annexations, General Plan Amendments, or zoning decisions. The Board, however, exercises encroachment control over North Littlejohns Creek which drains into French Camp Slough further downstream. Changes in floodflows in North Littlejohns Creek may affect French Camp Slough and the Lower San Joaquin River and Tributaries Flood Control Project which is under the Board's jurisdiction. A permit from the Board will therefore be required for all construction, filling, grading, and clearing in the creek, and for any other development that may alter floodflows downstream. Permits for the proposed retention pond and roadway crossing must be obtained before start of work and all other on-site improvements to the creek channel that may be identified by the City of Stockton or San Joaquin County as described in Sec. E4 of the DEIR, must also be under permit before start of work.

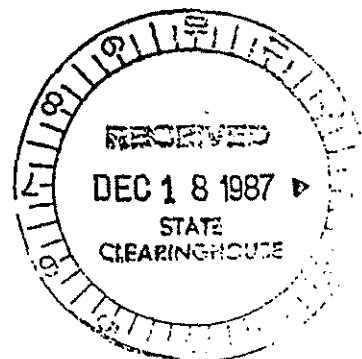
For more information, the project proponent should contact Edward C. Greiner, Encroachment Control Section, 1416 Ninth Street, Room 455-7, Sacramento, California, 95814, telephone (916) 324-3889.

Thank you for the opportunity to comment.



RAYMOND E. BARSCH
General Manager

Attachment



Memorandum

Dr. Gordon F. Snow
Assistant Secretary for Resources

Mr. Mike Niblock
City of Stockton
6 East Lindsay Street
Stockton, CA 95202

Date : DEC 10 1987

Subject: Draft Environmental
Impact Report (DEIR)
for Arch Road
Industrial Park
Units 3 and 4
SCH# 87020302

om : Department of Conservation—Office of the Director

The Department of Conservation has reviewed the City of Stockton's Draft Environmental Impact Report (DEIR) for the project referenced above. The Department is responsible for monitoring farmland conversion on a statewide basis and also administers the California Land Conservation (Williamson) Act. Since the proposal will involve the conversion of valuable farmland, we offer the following comments.

6 The proposal would result in the conversion of approximately 496 acres of agricultural land for an industrial park. Although not under a Williamson Act contract, the proposed site is located within an Agricultural Preserve. One-third of the site has been identified by the USDA Soil Conservation Service as land having an irrigated Land Capability Class of IIS-5. This is considered prime agricultural land by San Joaquin County. The remainder of the site is identified as Class III.

7 The DEIR, on the whole, does a good job of addressing the impacts of the loss of prime agricultural land to industrial uses. However, several findings and statements in the DEIR indicate a need for more information on the growth-inducing and cumulative impacts of this proposal. Discussion on Page I-12 notes that "implementation of this project would not be in conformance with the City's and County's policies of encouraging infill development." Likewise, on Page B-10, the DEIR states that "conversion at this time may be premature." Finally, under the section on growth-inducing impacts, it is stated that "considering the extensive amount of industrial property already proposed, but not developed, this project in itself, is not expected to induce additional industrial proposals in the vicinity." Because previously proposed projects did not curb the perceived need for this one, and may, in fact, have set precedent for it, we believe that the project will likely add to the impetus for further development in the area. This conclusion, along with the fact that the project is inconsistent with city and county growth and agricultural land preservation policies for the area, begs for a better treatment in the FEIR of the project's growth-inducing and cumulative impacts.

Mr. Niblock
Page Two

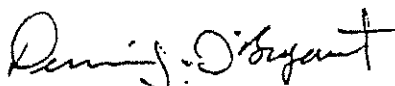
Therefore, we recommend that the FEIR contain a more thorough analysis of the project's cumulative and growth-inducing impacts. In addition, we suggest that mitigation measures and alternatives be analyzed which will lessen the farmland conversion impact of this project. Some of the possibilities are:

⑧

- Direct growth to lower quality soils in order to protect prime agricultural land;
- Locate project in a manner consistent with local development policies, particularly those giving priority to in-fill development;
- Protect other, existing farmland, of equivalent or better quality, through the use of Williamson Act contracts;
- Establish buffers such as setbacks, berms, greenbelts and open space areas to separate farmland from urban uses;
- Implement right-to-farm ordinances to diminish nuisance impacts of urban uses on neighboring agricultural operations, and vice-versa.

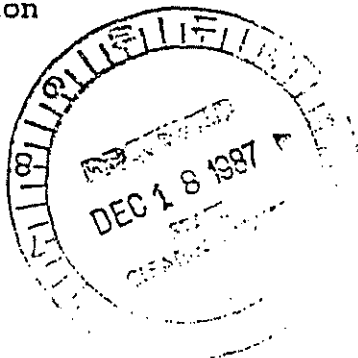
The Department appreciates the opportunity to comment on the DEIR. We hope that the farmland conversion impacts are given adequate consideration in the FEIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.

Sincerely,



Dennis J. O'Bryant
Environmental Program Coordinator

cc: Stephen Oliva, Chief
Office of Land Conservation





Stockton Metropolitan Transit District
1533 East Lindsay Street
Stockton, California 95205
209/948-5566

December 14, 1987

RECEIVED

DEC 15 1987

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

Mr. Michael M. Niblock, Associate Planner
Community Development Department
Planning Division
City of Stockton
6 East Lindsay Street
Stockton, California 95202

Re: Draft Environmental Impact Report
Arch Road Industrial Park (EIR1-87)

Dear Mr. Niblock:

Given the level of growth projected to occur in association with the Arch Road Industrial Park Project and the other development projects planned in the region, it is imperative that the area be designed to accommodate transit vehicles and efficient transit use. The "Potential Impacts" under traffic, air quality and noise does not incorporate an evaluation of using transit to mitigate any unacceptable impacts.

There is a regulatory mechanism existing which encourages transit use--California Subdivision Map Act, Section #66475.2:

"There may be imposed by local ordinance a requirement of dedication... of land within the subdivision for local transit facilities such as bus turnouts, benches, shelters, landing pads and similar items which directly benefit the residents of a subdivision..."

We, at Stockton Metropolitan Transit District (SMART), suggest the following to be incorporated in the evaluation:

1. There must be at least one through roadway of relatively straight design with a minimum travel lane width of 12 feet, plus sidewalks.
2. The through roadway should be connected to adjacent development. In this way, the bus can circulate between developments without having to turn into and out of individual subdivisions.

Michael M. Niblock
Planning Division
City of Stockton
Re: Arch Road Industrial Park
December 14, 1987
Page Two

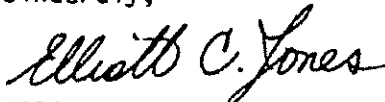
3. In the case of the industrial parks and major employment/commercial areas, an access road without parking stalls along it must be provided to access the main bus stop near the high density areas.
4. Any subdivision walls should be offset at or near the bus stop so that pedestrians are not forced to walk through or around areas out of their way.
5. Bus turnouts of sufficient width and length should be provided.
6. A system of interior pedestrian paths or sidewalks should link the different parts of the development with one another and with the bus stop.
7. In commercial, shopping or major employment areas, a signage system should be installed for the posting of route and schedule information.
8. Commercial, retail and industrial developments should orient the front or main entrance toward the major arterial rather than toward the parking lot.
9. Passenger amenities such as lighting and shelters should be considered in the development.
10. Set-backs from the curb should allow for eventual placement of a passenger shelter.
- ⑪ 11. The plans should identify potential park & ride lots with sites selected that will maximize access to congested areas. The plan should recommend a developer contribution toward the purchase of park & ride lots by SMART.

Michael M. Niblock
Planning Division
City of Stockton
Re: Arch Road Industrial Park
December 14, 1987
Page Three

12. Park & ride lots should be designed to accommodate bicyclists, pedestrians and the handicapped.
13. Park & ride lots should be chosen which afford maximum reduction in vehicle miles of travel and thereby improve regional air quality. Increase conveniences for the users, such as: convenience store, dry cleaners, florist, fast food stands, etc.
- 10
con't 14. All access areas for buses should be strong enough to accommodate bus axle loads.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,



Elliott C. Jones
General Manager

ECJ:ra

cc: Gary Agid, Air Resources Bd.
Peggy Osborn, OPR
Jogi Khanna, M.D., San Joaquin County APCD
Les Ornales, CALTRANS
Preston W. Kelley, CALTRANS
Valerie Rodman-Jackson, SMART

87620302

December 14, 1987

Mr. Mike Niblock
Community Development Dept.
City Hall
Stockton, CA 95202-1997

Dear Mr. Niblock:

The City of Stockton's DEIR for the Arch Road
Industrial Park, Units Three and Four (In the Vicinity
of Stockton Metro. Airport).

The Department of Transportation, Division of Aeronautics, has reviewed the above-referenced document with respect to those areas germane to its statutory responsibilities pursuant to CEQA. Those areas include airport-related noise and safety impacts on a project, the project's potential impact on airport operations and the issue of compatible land uses in the vicinity of the airport.

(12) This document appears to adequately address the concerns of this Division. We have no other comments to add at this time, provided the airport-related mitigation measures outlined in this report are implemented.

Thank you for the opportunity to review and comment on this proposal.

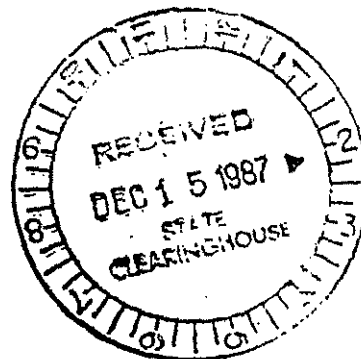
Sincerely,

JACK D. KEMMERLY, Chief
Division of Aeronautics

Sandy Hesnard
Environmental Planner

cc: Stockton Metro. Airport
San Joaquin County ALUC

bcc: IGR Branch - DOTF
Don MacVicar - 10



DEPARTMENT OF FOOD AND AGRICULTURE

1220 N Street
Sacramento, CA 95814



December 16, 1987

Mr. Mike Niblock
Associate Planner
City of Stockton
6 East Lindsay Street
Stockton, California 95202

Dear Mr. Niblock:

The California Department of Food and Agriculture (CDFA) has reviewed the Draft Environmental Impact Report (DEIR) for the Arch Road Industrial Park, Units 3 and 4 (SCH No. 87020302), wherein an Annexation, General Plan Amendment, rezoning, and subdivision of approximately 496 acres are proposed to facilitate the development of a light industrial park. The CDFA has the following comments and recommendation.

13 1. Conversion of Farmland to Urban Uses

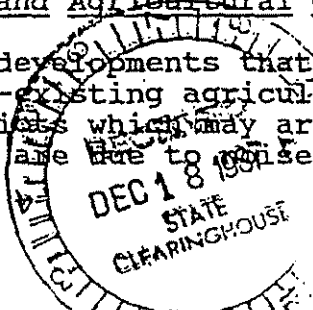
This land is presently in agricultural production, with approximately 1/3 of the project area consisting of prime soils. The project area is designated for agricultural use in the San Joaquin County General Plan and as open space/agriculture in the Stockton General Plan 2000. (The property lies within the City of Stockton sphere of influence.) Urban development would permanently convert this land to urban uses. The DEIR suggests that, in light of the overabundance of undeveloped industrial land available in Stockton, this project would constitute premature conversion of agricultural land. This would be an unmitigatable significant impact of this project.

2. Infill vs. Discontiguous Growth

14 The CDFA favors infill rather than discontiguous growth. Industrial zoned land is presently available within the Stockton City Limits (with a 65% vacancy rate) and development of this land would be appropriate before annexation of additional industrial land.

3. Conflict Between Homeowners and Agricultural Operations

15 The CDFA is concerned about developments that introduce land uses which conflict with pre-existing agricultural operations in the vicinity. Some conflicts which may arise between agricultural and urban areas are due to noise, dust, chemical




Mr. Mike Niblock
Page 2
December 16, 1987

usage, trespassing, and traffic. Mitigation measures for such conflicts include the designation of buffer zones (100 to 500 feet minimum, preferably on project land), the use of landscaping and fences, and the implementation of "right-to-farm" ordinances.

The DEIR does not adequately address these potential conflicts. The fact that the situation already exists with the adjoining industrial park which is under development does not mitigate these impacts, especially since a larger interface between urban and agricultural land would be created with the proposed extension of the industrial park. The above mentioned mitigation measures should be incorporated if the project is approved.

The CDFA recognizes the reality of California's growing population and the concomitant need for additional urban development, but we are especially concerned about the rate at which farmland is being converted to urban uses. This project would result in the premature and unnecessary conversion of agricultural land into urban uses, in conflict with policies of the San Joaquin County General Plan. Perhaps other sites are more suitable for development at this time which would not have the adverse effect of prematurely converting agricultural land. The CDFA does not recommend approval of this proposal.



Ilona Rice
Research Assistant
(916) 322-6832

cc: Norma Wood

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION

P.O. BOX 3048 (1976 E. CHARTER WAY)
DICKTON, CA 95201
D (209) 948-7833



209) 948-7906

December 17, 1987

10-SJ-99-14.61
City of Stockton
Arch Road Industrial
Park Units 3 and 4
Draft EIR
SCH #87020302

Ms. Norma Wood
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Wood:

Caltrans has reviewed the Draft EIR for the Arch Road Industrial Park, Units 3 and 4 and offers the following comments:

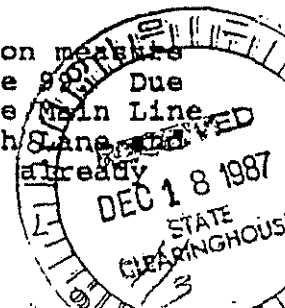
1. The EIR needs to provide a more detailed analysis regarding the interchange structures on Route 99 at both Arch Road and at Mariposa Road. Additional lanes are recommended on local roads leading to the overcrossings but the structures specifically are not addressed. Each overcrossing presently has one lane in each direction. Obviously some coordination is necessary.

Also lacking is an impact analysis of Route 99 south of Arch Road to north of Mariposa Road. A significant amount of project traffic will be using the highway and additional lanes will likely be required.

2. The San Joaquin County Council of Governments Interchange Study when completed will indicate that Arch Road interchange needs to be reconstructed. It will also show that as Route 99 is converted from 4 to 6 lanes it will likely involve interchange improvements at the Mariposa Road connection.

3. The existing Arch Road overcrossing limits sight distance, and as traffic increases the number of rear end accidents will also increase. Not having room to move the west frontage road farther west hampers a solution to the problem.

4. A diamond type interchange is suggested as a mitigation measure to improve the Level of Service at Arch Road and Route 99. Due to the proximity of the west side frontage road to the Main Line it is likely that the result would be similar to March Lane and Ben Holt on I-5. The west side of the interchange is already



Ms. Norma Wood

-2-

December 17, 1987

constricted and the location of the Post Office eliminates the possibility of any expansion in the northwest quadrant.

- (21) 5. Much of Route 99 through Stockton is experiencing an increase in accident rates, especially at interchange locations. Similar conditions will likely exist in this area unless a higher capacity interchange is constructed at Arch Road.
- (22) 6. It may be noted that the capacities used in the I/C capacity analysis are higher than those shown in Table 6 of the Highway Design Manual. They also exceed those given for rural freeways on 102.1 of the Manual.
- (23) 7. On Intersection 332 it is recommended to convert the right turn lane on the southbound 99 off loop to a free right turn. It is presently a free right turn.
- (24) 8. In recommending dual left turn lanes from Arch Road to the frontage road as in Intersection 309 it should be noted that the frontage road has only one lane in each direction. Two left turn lanes cannot be funneled into one receiving lane.
- (25) 9. On Intersection 187 the proposal to add two left turn lanes on westbound Mariposa would require widening of the overcrossing structure and rebuilding the on ramp entrance to provide two lanes.
- (26) 10. On Page J-16 Intersection 188, the last two proposals should be rephrased; the existing wording cannot be interpreted.
- (27) 11. In regard to financing needed for improvements, Caltrans has no funding programmed for capacity enhancement on this segment of Route 99. We would support establishment of a funding mechanism whereby each proponent would be assessed for improvements in proportion to the impacts imposed.

Caltrans appreciates the opportunity to comment on the Draft EIR, and would appreciate receiving a copy of the final document. Any questions regarding these comments may be directed to Al Johnson at Caltrans, telephone (209) 948-7838.

Very truly yours,

Dana Cowell

DANA COWELL
Chief, Transportation
Planning Branch

cc: PVerdoorn/SJCCOG
LGrewal/SJCAPCD

2/3



INRY M. HIRATA
DIRECTOR

COUNTY OF SAN JOAQUIN
DEPARTMENT OF PUBLIC WORKS
P. O. BOX 1810 - 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201

(209) 444-2281

466 3000

RECEIVED

DEC 21 1987

EUGENE B. DELUCCHI
DEPUTY DIRECTOR

MANUEL LOPEZ
DEPUTY DIRECTOR

December 18, 1987

Mike Nibloch, Associate Planner
City of Stockton
Community Development Department
City Hall
Stockton, CA 95202-1997

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.
PLANNING DIVISION

SUBJECT: ARCH ROAD INDUSTRIAL PARK EIR 1-87 (SCH#8702302)

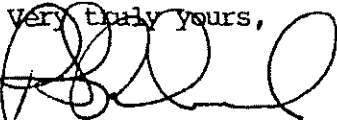
Dear Mr. Nibloch:

The following comments are submitted with respect to this Department's review of the above mentioned environmental document:

- (28) 1. The Arch Road/Sperry Road Plan Line, currently being studied by the City of Stockton and San Joaquin County, does not include the portion of Arch Road fronting the project. In order to adequately address the anticipated future traffic conditions the Arch Road Plan Line should be extended to Austin Road.
- (29) 2. The Draft EIR does not appear to address the adequacy of the Highway 99/Arch Road interchange, and in particular, the structure at this location needs to be addressed.
- (30) 3. A one hundred foot wide right of way along North Little John Creek should be dedicated to the San Joaquin County Flood Control and Water Conservation District for the eventual expansion of the channel to 100 year flood capacity and for the current and ongoing maintenance and operation of the creek.
- (31) 4. A right of way along Weber Slough (width to be determined) should be dedicated to the District for the eventual expansion of the channel to 100 year flood capacity and for the ongoing maintenance and operation of the Slough.
- (32) 5. The above rights of way should be independent of any open space buffer areas required by the State Department of Fish and Game.

Thank you for the opportunity to comment on this project. If you have questions regarding these comments, please contact me at (209) 468-3000.

Very truly yours,


R. L. PALMQUIST
Environmental Coordinator

RLP:pa
D 7L221RPPI



1860 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95205
TELEPHONE (209) 944-2233

SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS

December 18, 1987

Mr. Michael Niblock
City of Stockton
Planning Division
City Hall
Stockton, CA 95202

Dear Mr. Niblock:

The San Joaquin County Council of Governments has completed its review of the Draft Environmental Impact Report for the Arch Road Industrial Park, Units 3 and 4 (SCH#87020302). The Council of Governments offers the following comments on this proposed development.

33 The Council of Governments' primary concern is the lack of attention which is given to trip reduction measures. This is mentioned only very briefly in the air quality mitigation section, and not at all in the traffic mitigation section. A development of this size can be successful in reducing a significant number of trips through carpooling and other trip reduction measures. Reducing trips through these measures will reduce harmful emissions as well as congestion on the roads and streets.

34 In the air quality section of the document it is stated that "the County is encouraged to promote a regional car/van pool program..." The Council of Governments is responsible for a ridesharing program which serves San Joaquin County and surrounding areas. The COG suggests that the project sponsor should also take an active part in promoting trip reduction measures within this development. Preferential parking for carpoolers, flex hours to accommodate carpoolers, and carpool and transit information can all be provided and be effective in reducing trips to this development. The possibility of the project sponsor contributing to a park and ride lot for the area should also be explored.

While the mitigation measures discussed seem complete, in terms of improvements and construction on existing facilities, the discussion should go beyond those capital intensive mitigation alternatives.

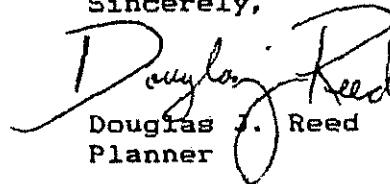
Michael Niblock
December 18
Page 2

(35)

The Council of Governments agrees that the possibility of establishing Areas of Benefit should be explored. The Arch Road area is growing very rapidly and the traffic network will be affected by a number of developments. In order to make all of the necessary improvements developer funds will be required.

The Council of Governments appreciates the opportunity to comment on this Draft EIR. If you have any comment or questions please call.

Sincerely,


Douglas J. Reed
Planner

cc. Terry Barrie, Caltrans district 10
Keung Tam, S.J. Co. A.P.C.D.

RECEIVED

DEC 21 1987

December 21, 1987

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT
PLANNING DIVISION

TO: John Carlson, Director of Community Development

FROM: Harry W. Montgomery, Director of Public Works

SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4
(EIR 1-87)

The Public Works Department has reviewed the subject document. Based on our review, the following comments and corrections should be addressed in the response to comments on the Environmental Impact Report for the Arch Road Industrial Park, Units 3 and 4:

GENERAL SERVICES DIVISION COMMENTS

- (36) 1. Table of Contents: "Environment" is misspelled in the Summary section for "Short Term Use of the Environment Versus Long Term Productivity".

EXISTING ENVIRONMENTAL CONDITIONS, PROJECT IMPACTS AND
MITIGATION MEASURES - Traffic:

- (37) 2. Page J-12, last paragraph should state "These mitigation measures would improve the V/C ratio to 0.74 (LOS C) from 1.18 (LOS F) in the P.M. peak hour."
- (38) 3. Pages J-14 and J-15: The mitigation measures identified for intersections 324 and 332 under the "Existing plus Project" scenario do not appear to be required since these intersections operate at an acceptable LOS without mitigation.
- (39) 4. Page J-19: The pages missing from this section of the EIR after page J-19 should be included in the response to comments. Staff received these pages on December 18, 1987. Further comment on these pages is not necessary.

APPENDIX 3: TJKM TRAFFIC ANALYSIS FOR ARCH ROAD INDUSTRIAL PARK
UNITS 3 AND 4

- (40) 5. Page 11, Intersection 230: Frontier Way and Arch Road: The last sentence in this section should state "These mitigation measures would improve the V/C ratio to 0.74 (LOS C) from 1.18 (LOS F) in the P.M. peak hour."

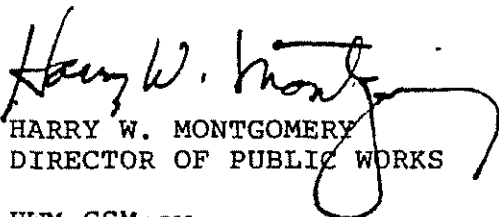
John Carlson
December 10, 1987
Page 2

COMMENTS ON THE ENVIRONMENTAL IMPACT REPORT
FOR THE ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4

ENGINEERING DIVISION COMMENTS

- (41) 1. Page E-2, Second paragraph: Change to read: "According the Flood Insurance Rate Map ..." instead of "Stockton General Plan 2000."
- (42) 2. Page E-4 & K-3: Expand the discussion on how the 100-year floodplain impacts the storm system and the pump station design and operation.
- (43) 3. Page K-4, Mitigation Measures: Figure A3 does not exist.
- (44) 4. Page K-4, Wastewater: Should refer to Wastewater Collection System Master Plan dated August 21, 1987, instead of May 1987.
- (45) 5. Page K-7: The principle function of Collection System 8 is to serve future growth. The proposal will also serve to relieve flows in Collection System 7. Revise accordingly.
- (46) 6. Figure K 1: Revise this figure to reflect all branches, as indicated in the Sanitary Sewer Master Plan, at nodes F14, F6, F5, and F2.

We appreciate the opportunity to present our comments and have them addressed in the final EIR.


HARRY W. MONTGOMERY
DIRECTOR OF PUBLIC WORKS

HWM:GSM:ew

Attachment

cc: City Engineer



SAN JOAQUIN COUNTY
DEPARTMENT OF PLANNING AND BUILDING INSPECTION

1810 E. HAZELTON AVE., STOCKTON, CA 95205
PLANNING PHONE: 209/944-3722
BUILDING PHONE: 209/944-3701

CHET DAVISSON
Director

JERRY HERZICK
Deputy Director

TOM WALKER
Deputy Director

December 21, 1987

RECEIVED

DEC 21 1987

Mike Niblock, Associate Planner
Community Development Department
City of Stockton
City Hall
Stockton, CA 95202-1997

RE: Comment on Draft EIR for the Arch Road Industrial
Park, Units 3 and 4 (EIR-1-87; SCH No. 87020302)

Dear Mike:

The San Joaquin County Planning Division has reviewed the above referenced Draft EIR and offers the following comments:

1. Relationship to other projects, plans, and policies, page B-11.

(47) Reference should be made to the Falcon Energy Associates Agricultural Biomass Processing and Resource Recovery Facility. The County is presently processing Use Permit and Minor Sub-division applications for this project which will collect agricultural waste (trimmings, stalks, etc.) for processing into briquettes to be used as fuel for biomass power plants. The project site is located on a 57-acre site at the southeast corner of Mariposa Road and Austin Road, just east of the Arch Road Industrial Park project.

2. Soil Impacts, page D-2.

(48) The environmental impact affecting soil is the conversion of 496 acres of agricultural land, including approximately 165 acres of prime agricultural soil. This impact should be so stated.

3. Land Use Impacts, page I-13.

(49) In addition to noise and traffic, project implementation could also conflict with aerial crop spraying practices.

4. Traffic, pages J-1 through J-19.

(50) It would be helpful if the intersection number identifiers shown on Figure J1 were included with the intersection name identifiers listed on page J-2, Table J1 and Table J2. In addition, no mitigation measures were identified for intersections No. 1 and No. 2.

(51)

5. Fire Protection, page K-10.

The Montezuma Fire Protection District is a special district and is not part of services provided by San Joaquin County.

- (52) The establishment of a new fire station in the project vicinity is a project mitigation measure. This should be added to the fire protection mitigation measures on pages K-11 and K-12, as well as an indication of how the proposed project will participate in the new station.

6. Alternative Locations, page M-3.

- (53) The County Planning Division supports an alternative project location that is within the existing urban fabric. To extend an already extended industrial area is not feasible at this time. The costs associated with extension of services and facilities are not economical to either the developer or the city.

7. Growth Inducing Impacts, page N-1.

- (54) If the industrial park is utilized by "light warehousing uses," the projection for 6,500 new jobs may be optimistic. With the trend toward automation for warehouseing, the labor intensity of these uses would be significantly reduced.

Thank you for the opportunity to comment on the Draft EIR. If you have any questions concerning these comments, please contact me at 468-3130.

Sincerely,


BRUCE C. BARACCO
Senior Planner

BCB:jdh

cc: File 2.1.02.02

Memorandum

December 21, 1987

TO: Mike Niblock, Associate Planner
Community Development Department

FROM: John B. Hymes, Fire Marshal
Stockton Fire Department

SUBJECT: EIR1-87 - DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
ARCH ROAD INDUSTRIAL PARK, UNITS 3 AND 4 (SCH#87020302)

(55) Comments regarding fire station locations are still current. Response distances to this site are unacceptable based on the Stockton Fire Department model.

However, current City philosophy is to extend fire protection rather than uniformly expand it with growth. The projected station near the Airport, therefore, while still required, may not be located according to the model.

(56) The Fire Department is in full support of the anticipated well sites as proposed by Public Works. With the size of this development and the potential high hazard uses, we consider a strong water system to be paramount.


JOHN B. HYMES, FIRE MARSHAL
FIRE PREVENTION BUREAU

ec



Member of State of California 100 Year Club

Jack Tone Ranch

Home of Purebred Arabian Horses
9749 N. JACK TONE ROAD
STOCKTON, CALIFORNIA 95205
PHONE 931-3847

January 9, 1988

FADJUR 7668

Mr. John Carlson

Dear Mr. Carlson,

As per your suggestion, I am writing my opinions regarding letter to you from Ed Steffani, G.M. of S.E.W.D., copy enclosed.

My comment #1 - Brown & Caldwell Study, with Steffani actively involved on its Technical Advisory Committee, concluded that our groundwater is being overdrafted by 70,000 AF annually while the actual official S.J. County measurements show that all of Eastern S.J. County groundwater has risen since 1977 (by 26 feet in SEWD).

The Cone of Depression under Stockton has risen about 60 feet.

The so-called "Cone of Depression" under the Arch Road project has risen in this same time frame by a strong 30 feet (official groundwater contours copy enclosed).

*'77 - '78 was when Stockton Treatment plant started operating.

My comment #2 - "Woodbridge area." My belief is that W.I.D., as Muni gobbles Ag areas, can change their permit to include Muni.

Their semi-pure snow water would require much less purifying than S.E.W.D.'s Calaveras water.

Comment #3 -

I believe the project should have back-up wells, like all of Stockton has. S-E Ag predominantly has back-up wells.

Comment #4 -

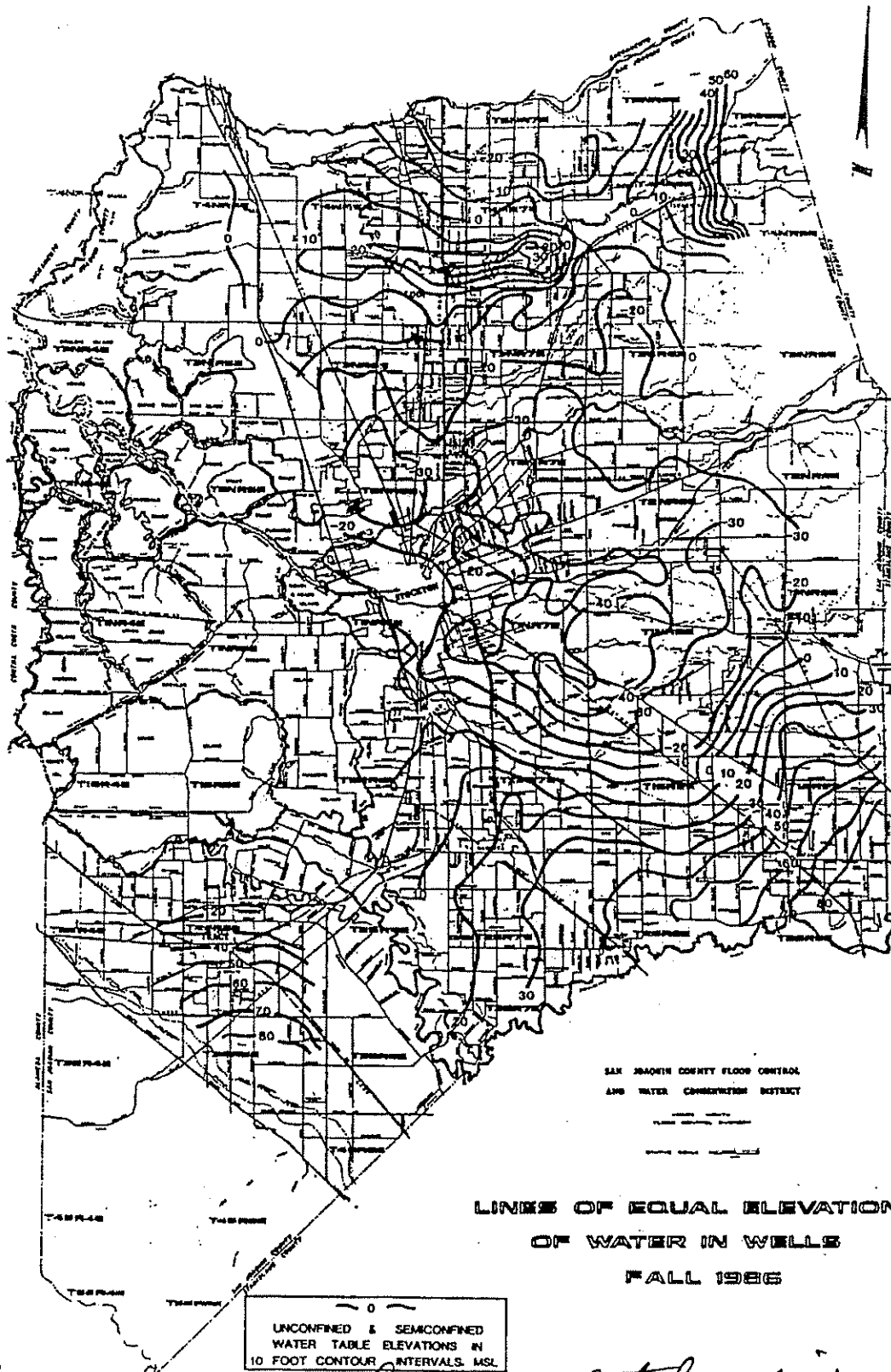
Since S.E.W.D.'s contract for Melones water is of a temporary nature. I believe that Manteca, Lathrop, Sharpe Depot, French Camp, etc. should eye a permanent water supply, such as South San Joaquin's could offer.

Sincerely,

Jack Tone

John H. (Jack) Tone

JHT/mfh



Mr Carlson - There are the last October figures available
✓T

John Carlson - for your information ¹ *✓*
To Directors of Stockton-East Water District

To the Honorable Edmund G. Brown, Governor of California

To Mr. Ronald Robie, Director of Water Resources

To all appropriate agencies and individuals

INTRODUCTION OF SPOKESMAN FOR AD HOC COMMITTEE FOR WATER CONSERVATION

My name is John H. (Jack) Tone. We have been farming continuously the same land, where Jack Tone Road crosses the Calaveras River, that my grandfather settled on in the 1849 Gold Rush.

My grandfather, Jack Tone I, preempted the home ranch under the Swamp and Overflow Act and built at his own expense many miles of Calaveras River levees and also he built the levees that redirected the course of Mosher Slough, a Calaveras River tributary to the North. He built the first two dams on the Calaveras River. He was a leader in Calaveras River organizations formed in early times for combating successive flood and drought eras.

My father, Jack Tone II, was an organizer and director of the two later Districts preceding the present Stockton-East Water District.

In the early 1900's, Jack Tone II acquired the acreage immediately surrounding and including the stream beds at the confluence of Calaveras River and Mormon Slough. He did this to insure for posterity the availability of this site for controlling the division of the streams flows. He paid taxes on this property for many years thru good times and bad and at an organizational meeting of what now has become Stockton-East Water District, he donated the deed to this property to the District free and clear of all obligations. The Stockton-East Water District Bellota Wier, and the Old Calaveras River inflow dam and control gates were constructed on this property.

Much of the past fifty odd years, (all of my adult life) I have spent in planning water procurration, usage, and conservation for myself and others including services for Stockton-East Water Conservation District.

Recently we purchased a quarter section of the original Jack Tone ranch, that is bounded on the South by Mosher Slough, and that Jack Tone I had traded off in the 1850's for 2 mules and a wagon; right after he had run off a pair of squatters.

Today on Jack Tone Ranch we farm row crops and alfalfa and also we are world renowned for our Arabian Horse breeding ranch, headed by the fabulous Fadjur, the Living Legend Arabian Stallion.

-
1. Letter of appreciation from District (attached)



STOCKTON EAST WATER DISTRICT

6767 EAST MAIN STREET

P.O. BOX 5157

STOCKTON, CA 95205-0157

209/948-0333

December 11, 1987

DIRECTORS

VIC SOLARI, JR.
JOSEPH L. DONDERO
JACK H. TONE
JACK LAVEN
RICHARD L. BOZZANO
BETTY L. MacNEAR
ROGER M. HUCKINS

EDWARD M. STEFFANI
GENERAL MANAGER

JOHN W. STOVALL
GENERAL COUNSEL

MR. JOHN CARLSON, Director
City of Stockton
Community Development Department
City Hall
Stockton, CA 95202

RECEIVED

DEC 14 1987

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

Subject: EIR-87-Arch Rd. Industrial Park, Units 3 & 4

Dear Mr. Carlson:

I am writing to comment on the subject Draft Environment Impact Report.

Page E-1 (third paragraph).

61 The 1985 Brown & Caldwell Study completed for San Joaquin County estimates the Eastern San Joaquin County groundwater overdraft is currently 70,000 acre feet annually (AFA). The study projects this to exceed 200,000 AFA if no additional surface water is obtained.

Page K-1 (third paragraph).

62 It is true that urban and agricultural demands for water may be similar, but conversion to urban use in some areas can cause a new demand upon groundwater and surface supplies. Such occurs in areas where surface water currently used for agricultural activities is not available for urban use, i.e., Woodbridge Irrigation District supply is withdrawn as areas convert, and Delta water used for irrigation is not suitable for urban use.

Page K-1 (last paragraph) and page K-2 (first paragraph).

63 The proposed development would be located over an existing "cone of depression" in the overdrafted groundwater basin. Groundwater pumping should be eliminated in this area, and surface water should be provided. Instead of installing two new wells, the developer or City should contribute the estimated \$500,000 cost toward construction of a new pipeline to the existing Stockton East Water Treatment Plant, located approximately 20,000 feet to the north.

Recent legislation allowing expansion of the California Youth Authority provides that the State will contribute \$200,000 toward the treated water pipeline. And, current discussions among Stockton East Water District, the City of Manteca, Lathrop, the Sharpe Depot, and French Camp suggest that a joint effort to extend a treated water pipeline into South Stockton is imminent.

MR. JOHN CARLSON, Director
December 11, 1987
Page 2

Page K-2 (last paragraph) and Page K-3 (first paragraph).

Proper satisfaction of mitigation mandates construction of a treated surface water pipeline to serve this area. New wells should not be constructed within the existing groundwater cone of depression.

Very truly yours,



EDWARD M. STEFFANI
General Manager

jh

cc: SEWD Agenda 12/15/87
Item F-2a-5

V. APPENDIX

Responses prepared by TJKM

Amended Figure K1

Pages omitted from the DEIR Traffic Section



RESPONSES TO CALTRANS COMMENTS

DATED DECEMBER 17, 1987

1. Based on the traffic projections for the "Cumulative plus Project Traffic" scenario, the following roadway widths are required to accommodate the traffic:

Mariposa Road and Route 99 overcrossing:	six lanes
Arch Road and Route 99 overcrossing:	eight to ten lanes
Route 99 south of Arch Road:	four lanes
Route 99 from Arch Road to Farmington Road:	eight lanes
Route 99 north of Farmington Road:	ten lanes.

The Mariposa Road and Arch Road overcrossing widths are dependent on the interchange design, and will vary different design assumptions. Please note that a ten-lane overcrossing at Arch Road and Route 99 may not be a feasible design, other alternating may need to be explored to mitigate the traffic problem.

- 2-5. The San Joaquin County Council of Governments Interchange Study, when completed, is expected to provide recommendations for Route 99 as well as interchange improvements at Mariposa Road and at Arch Road. The issues of sight distance, limited right-of-way and accident potential should also be addressed in the interchange study.
6. The capacities used in the analysis are saturation flow rates for 100 percent green time without startup delay and lost yellow time. These capacities are higher than the standard capacities in the *Highway Design Manual*. The saturation flow rates are based on field studies conducted in a number of cities.
7. Our definition of a free-turn lane is a exclusive turn lane not under signal control and with an exclusive lane to turn into. Based on our field observation, the right turn from southbound 99 off loop at intersection 332 (Mariposa Road/Route 99 loop) is an exclusive turn lane, but turning traffic must merge with the eastbound through traffic into one lane.

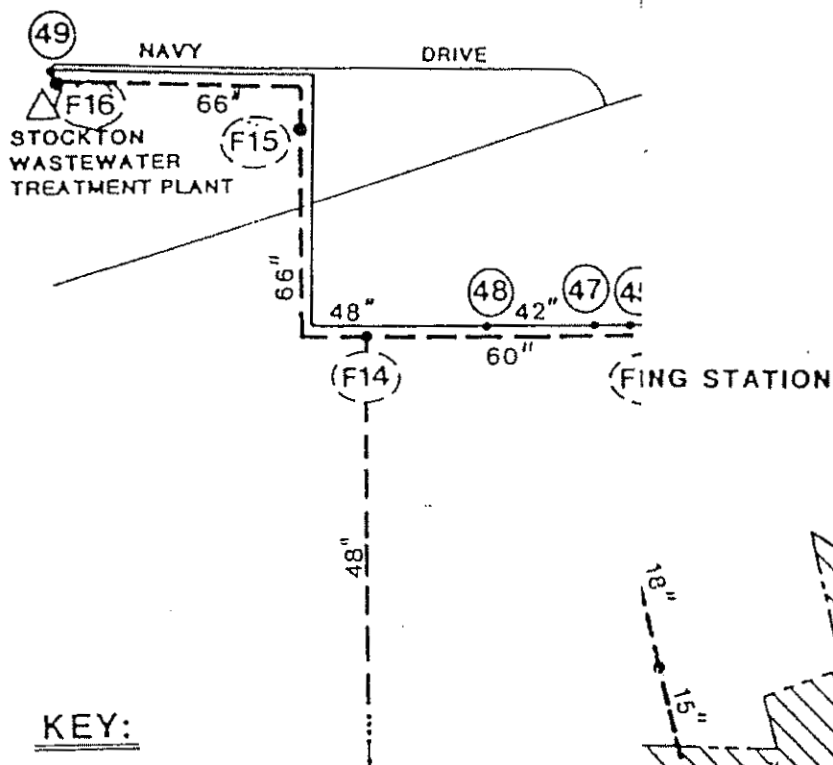
8. It is assumed that the frontage road will be widened to two lanes to accommodate the dual left turn lanes at the intersection. The two lanes on the frontage road will then merge back into one lane on the far side of the intersection.
9. The Mariposa Road/Route 99 overcrossing would require widening as specified in response to comment Number 1. The dual left turn lanes are turning into the frontage road so the frontage road would also need to be widened to receive the left-turn lane traffic.
10. The last two mitigation measures for intersection 188 should read:
 - Convert the southbound exclusive right-turn lane (from northbound Route 99 off-ramp) to a shared through/right-turn lane.
 - Convert the southbound shared through/left-turn lane (from northbound Route 99 off-ramp) to an exclusive left-turn lane.
11. Comment noted.

Responses to County of San Joaquin, Department of Public Works comments dated December 18, 1987.

1. Comment noted.
2. See response to Caltrans comment Number 1.
- 3-5. Not traffic related.

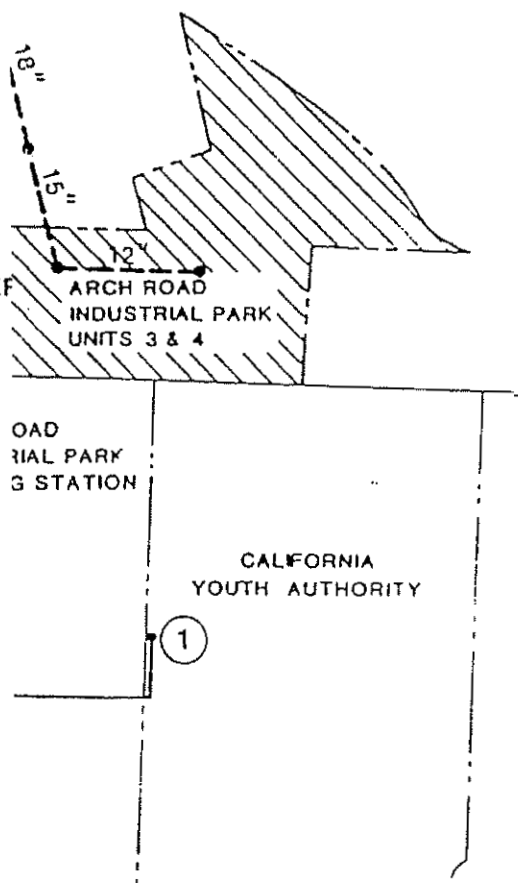
nlc

11-046



KEY:

- (49) EXISTING PIPELINE NODE NUMBER
- EXISTING PIPELINE (GRAVITY) (COLLECTION SYSTEM 7)
- EXISTING FORCE MAIN
- () FUTURE PIPELINE NODE NUMBER
- FUTURE PIPELINE (GRAVITY) (COLLECTION SYSTEM 8)



E(1



through lanes in each direction. It appears that a revised interchange design and/or grade separation would be necessary.

Arch Road

- Widen the sections between the West Frontage Road and Frontier Road to eight lanes.
- Widen the section between Frontier Road and West Project Access Road to six lanes.
- Widen the sections between West Project Access Road and East Project Access Road to four lanes.

Mariposa Road

- Widen the sections between Farmington Road and the North Project Access Road to four lanes.

The mitigation measures described above would not eliminate congestion along Sperry Road and Arch Road. Due to the heavy volume (up to 8,500 vehicle per hour) traveling along these roads and using the Arch Road/Highway 99 interchange, an expressway or freeway with grade separated intersection would be needed between I-5 and Highway 99 to handle the traffic. The Arch Road/Highway 99 interchange will also need to be redesigned to accommodate the heavy eastbound to northbound movement in the p.m. peak and the southbound to westbound movement in the a.m. peak. An alternative would be to construct a parallel route north of Arch Road with a new interchange on Highway 99 between Mariposa Road and Arch Road. Another possibility would be to reduce the amount of cumulative development in the south Stockton area. Furthermore, Highway 99 will need to be widened to eight lanes north of Arch Road to Accommodate the "Cumulative Plus Project Traffic".

To improve circulation and channelization, it would be desirable to redesign the Mariposa Road/Highway 99 interchange.

The Project Master Plan, as proposed in this DEIR, represents the most current proposal for development of the site. Although the type and magnitude of the proposed project has largely been



determined, the actual layout and design of the project is subject to modification. As proposed, the site may not represent the most efficient design to facilitate access or internal traffic circulation. As identified by the Public Works staff, there may be advantages to providing a connection between phases 3 and 4 of the project. Similarly, it would be beneficial to align the Arch Road project access with the existing Newcastle Road intersection. The developer has indicated that project design is subject to revision. As specific concerns are identified and detailed maps are developed, such revisions can be implemented. As always, tentative maps will be available for staff review. As details are resolved, such as building size, configuration, and placement, roadway alignments will be more specifically identified. and measures to maximize circulation and minimize impacts can be implemented.



Table J3
Volume-To-Capacity Ratios and Levels of Service
at Key Intersections

Intersection	North-South Street	East-West Street	Existing		Existing + Project		Existing + Project (mitigated)	
			V/C	LOS	V/C	LOS	V/C	LOS
1	Frontage Road	Hwy 99 NB Off	0.33	A	0.80	C	-	-
2	Frontage Road	Hwy 99 SB Off	0.30	A	0.76	C	-	-
187	Hwy 99 SB Ramp	Mariposa Road	0.49	A	0.59	A	-	-
188	Hwy 99 NB Ramp	Mariposa Road	0.42	A	0.94	E	0.55	A
230	Frontier Way	Arch Road	0.21	A	1.18	F	0.74	C
309	West Frontage Road	Arch Road	0.41	A	1.13	F	0.68	B
320	East Frontage Road	Arch Road	0.33	A	1.18	F	0.82	D
321	West Project Access	Arch Road	0.22	A	1.34	F	0.89	D
322	Main Project Access	Arch Road	0.22	A	0.97	E	0.74	C
323	Newcastle Road	Arch Road	0.24	A	0.73	C	-	-
324	East Project Access	Arch Road	0.12	A	0.73	C	0.64	B
325	Stagecoach Road	Mariposa Road	0.32	A	1.32	F	0.86	D
326	North Project Access	Mariposa Road	0.31	A	1.26	F	0.87	D
332	Hwy 99 Loop	Mariposa Road	0.36	A	0.70	B	0.48	A



Table J4
Volume-To-Capacity Ratios and Levels of Service
at Key Intersections

<u>Intersection</u>	<u>North-South Street</u>	<u>East-West Street</u>	<u>Cumulative</u> <u>V/C</u> <u>LOS</u>	<u>Cumulative +</u> <u>Project</u> <u>V/C</u> <u>LOS</u>	<u>Cumulated</u> <u>(mitigated)</u> <u>V/C</u> <u>LOS</u>	<u>Cumulative +</u> <u>Project</u> <u>(mitigated)</u> <u>V/C</u> <u>LOS</u>
1	Frontage Road	Hwy 99 NB Off	3.69 F	4.16 F		
2	Frontage Road	Hwy 99 SB Off	1.95 F	2.41 F		
187	Hwy 99 SB Ramp	Mariposa Road	1.45 F	1.63 F	0.67 B	0.71 C
188	Hwy 99 NB Ramp	Mariposa Road	0.72 C	1.20 F	0.50 A	0.61 B
195	Hwy 99 NB Ramp	Arch Road			0.61 B	0.84 D
198	Hwy 99 SB Ramp	Arch Road			1.00 E	1.28 F
230	Frontier Way	Arch Road	1.19 F	2.24 F	0.58 A	0.89 D
309	West Frontage Road	Arch Road	4.60 F	5.23 F	0.91 E	0.96 E
320	East Frontage Road	Arch Road	3.26 F	4.19 F	0.66 B	0.90 D
321	West Project Access	Arch Road	0.58 A	1.70 F	0.32 A	0.86 D
322	Main Project Access	Arch Road	0.58 A	1.34 F	0.33 A	0.88 D
323	Newcastle Road	Arch Road	0.66 B	1.01 F	0.44 A	0.65 B
324	East Project Access	Arch Road	0.56 A	1.11 F	0.36 A	0.58 A
325	Stagecoach Road	Mariposa Road	0.67 B	1.56 F	0.36 A	0.87 D
326	North Project Access	Mariposa Road	0.53 A	1.50 F	0.51 A	0.90 D
332	Hwy 99 Loop	Mariposa Road	1.52 F	1.57 F	0.89 D	0.90 D



Table J5
Project Traffic Volume Percentages

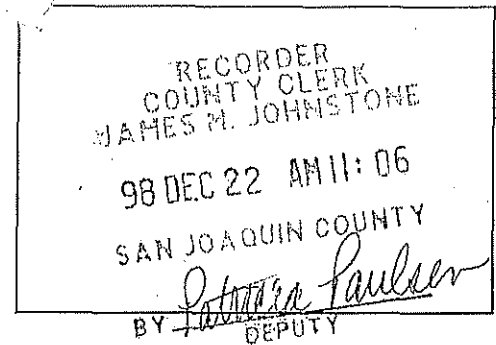
<u>Intersection</u>	<u>Project Only</u>	<u>Existing + Project</u>	<u>Percent Project</u>	<u>Project Only</u>	<u>Cumulative + Project</u>	<u>Percent Project</u>
1	694	1114	62	0	0	0
2	682	987	69	0	0	0
187	411	1,683	24	411	3,140	13
188	1,809	2,743	66	1,809	3,385	53
195	0	0	0	2,283	6,960	33
198	0	0	0	1,589	9,761	16
230	2,520	2,752	92	2,520	5,496	46
309	1,588	2,183	73	906	8,933	10
320	2,460	3,017	81	2,460	7,102	35
321	2,604	2,822	92	2,604	3,976	66
322	1,889	2,107	90	1,889	3,261	58
323	1,188	1,412	84	1,188	2,588	46
324	1,337	1,379	97	1,337	2,503	53
325	2,215	2,828	78	2,215	3,218	69
326	2,575	3,149	82	2,575	3,599	72
332	606	1,397	43	606	3,281	18



Arch Road Industrial Park Units 3 and 4 Addendum
(Approved 1998)

CITY OF STOCKTON
NOTICE OF DETERMINATION

SJ COUNTY CLERK DATE STAMP



TO: X County Clerk
San Joaquin County

X Office of Planning and Research
1400 10th Street
Sacramento, CA 95814

FROM: Lead Agency
City of Stockton
c/o Community Development Department
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

Contact Person: Associate Planner Jenny Liaw

Phone: (209) 937-8266

SUBJECT: NOTICE OF DETERMINATION PURSUANT TO PUBLIC RESOURCES CODE, SECTION 21152 AND CAL. CODE OF REGULATIONS, TITLE 14, SECTIONS 15075, 15094, AND/OR 15096(ii)

Project Title: O. K. and B. Partnership, et al

Initial Study File No.: Addendum/Initial Study IS16-98 to a previously certified EIR File No.: FEIR1-87/IS15-97

State Clearinghouse No.: SCH#87020302 (If submitted to Clearinghouse)

Discretionary Application(s) File No.(s): TM11-98

Project Applicant: O. K. and B., PTP, et al c/o Buzz Oates Enterprises -- Bruce Kemp

Project Description/Location: Tentative map to subdivide a 104.24-acre site into four lots, for property located on the north side of Arch Road and east of Frontier Way (Arch Road Industrial Park, Units Nos. 3 and 4).

DETERMINATIONS: This is to advise that the City of Stockton approved the above described project/action on December 10, 1998 and has made the following determinations regarding the project:

1. The project (X will) (will not) have a significant effect on the environment.
2. X An environmental impact report was prepared and certified for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared and adopted for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were) (were not) incorporated as part of the approval of the project.
4. Mitigation Monitoring and Reporting Program (X was) (was not) adopted for this project.
5. Statement of Overriding Considerations (X was) (was not) adopted for this project.
6. Pursuant to Cal. Code of Regulations, Title 14, Sections 753.5(a) or 753.5(c):
X California Department of Fish and Game (CDFG) fees are required, as applicable, and will be filed with this Notice of Determination (NOD); or
 This project is exempt from the CDFG fees and a Certificate of Fee Exemption has been prepared and will be filed with this NOD.
 CDFG Fees were filed with a prior NOD for this project/proposal (see attached receipt).

This is to certify that the environmental documentation and determinations for the project/action and any related mitigation measures, monitoring provisions, findings and statements of overriding consideration have been adopted on the basis of the whole record before the City and reflect the City's independent judgement and analysis. The environmental review period and record of project approval may be examined at the above-noted Lead Agency address.

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By: Jenny Liaw
Associate Planner Jenny Liaw

Date: December 21, 1998

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature: Patricia Paulsen

Title: DEPUTY COUNTY CLERK

Posting Period Ending Date: 1-25-99

T:\PLANNING\NOD\IS16-98.WPD

CITY OF STOCKTON
NOTICE OF DETERMINATION

ASSESSOR RECORDER
COUNTY CLERK
GARY W. FREEMAN

05 JUL 22 PM 3:47

SAN JOAQUIN COUNTY

BY *[Signature]*
DEPUTY

TO: ☒ County Clerk
San Joaquin County

☐ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

FROM: Lead Agency

City of Stockton
c/o Community Development Department
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997
Contact Person: Associate Planner Denise Jefferson

Phone: (209) 937-8266

SUBJECT: NOTICE OF DETERMINATION PURSUANT TO PUBLIC RESOURCES CODE, SECTION 21152 AND
CAL. CODE OF REGULATIONS, TITLE 14, SECTIONS 15075, 15091, 15093, 15094, AND/OR 15096(i)

Project Title: Arch Road Industrial Park, Unit No. 4 – Tentative Map Revision Project

City of Stockton EIR and/or IS File No(s): Previously-Approved Addendum IS16-98/IS15-97/EIR1-87

SCH No.: N/A Discretionary Application(s) File No.(s): TM34-04 Project Applicant: Buzz Oates Companies

Project Description/Location: Revision of TM16-01 for subdivision of 86± acres into four parcels and a remainder for property located north of Arch Road, east of Fife Court.

DETERMINATIONS: This is to advise that the City of Stockton, as a Lead Agency under the California Environmental Quality Act (CEQA), approved the above-described project/action January 4, 2005 and has made the following determinations regarding the project:

1. The project (☒ will) (☐ will not) have a significant effect on the environment.
2. ☒ An environmental impact report was prepared and certified for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared and adopted for this project pursuant to the provisions of CEQA.
3. Findings (☒ were) (☐ were not) made pursuant to Cal. Code of Regulations, Title 14, Section (☒ 15091-EIR), (☐ 15074-Neg Dec) and Mitigation measures (☒ were) (☐ were not) incorporated as part of the approval of the project.
4. Mitigation Monitoring and Reporting Program (☒ was) (☐ was not) adopted for this project.
5. Statement of Overriding Considerations (☒ was) (☐ was not) adopted for this project.
6. Pursuant to Cal. Code of Regulations, Title 14, Sections 753.5(a) or 753.5(c):
☐ California Department of Fish and Game (CDFG) fees are required, as applicable, and will be filed with this Notice of Determination (NOD); or
☐ This project is exempt from the CDFG fees and a Certificate of Fee Exemption has been prepared and will be filed with this NOD.
☒ CDFG Fees were filed with a prior NOD for this project/proposal (see attached receipt).

This is to certify that the environmental documentation and determinations for the project/action and any related mitigation measures, monitoring provisions, findings and statements of overriding consideration have been adopted on the basis of the whole record before the City and reflect the City's independent judgement and analysis. The environmental review record and record of project approval may be examined at the above-noted Lead Agency address.

JAMES E. GLASER, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By: *[Signature]*
Associate Planner Denise Jefferson

Date: January 6, 2005

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature: *[Signature]*

Title:

DEPUTY COUNTY CLERK

Posting Period Ending Date: 8/22/05

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Copy to Applicant 07-22-05 *wn*



STATE OF CALIFORNIA-THE RESOURCES AGENCY

DEPARTMENT OF FISH AND GAME

ENVIRONMENTAL FILING FEE CASH RECEIPT

DFG 753.5a (6-91)

49259

Lead Agency:

City of Stockton

Date:

12/22/98

County/State Agency of Filing:

San Joaquin County

Document No.:

Project Title:

OK & B Partnership

Project Applicant Name:

OK & B PTF et al Buzz Bites Ltd

Phone Number:

Project Applicant Address:

1150 W. Lincoln Road Suite B Stockton CA 95207

Project Applicant (check appropriate box):

Local Public Agency ☒School District ☐Other Special District ☐State Agency ☐Private Entity ☐

CHECK APPLICABLE FEES:

<input checked="" type="checkbox"/> Environmental Impact Report	\$850.00	\$ 850.00
<input type="checkbox"/> Negative Declaration	\$1,250.00	\$
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board Only)	\$850.00	\$
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs	\$850.00	\$
<input type="checkbox"/> County Administrative Fee	\$25.00	\$ 25.00
<input type="checkbox"/> Project that is exempt from fees		

TOTAL RECEIVED

875.00

Signature and title of person receiving payment:

Patricia Paulsen Dep County Clerk

FIRST COPY-PROJECT APPLICANT

SECOND COPY-DFG/FASB

THIRD COPY-LEAD AGENCY

FOURTH COPY-COUNTY/STATE AGENCY OF FILING

Addendum IS16-98/TM34-04

Copy to Applicant 07-22-05 um

CITY OF STOCKTON
NOTICE OF DETERMINATION

TO: ☒ County Clerk
San Joaquin County
☒ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

FROM: Lead Agency
City of Stockton
c/o Community Development Department
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

ASSESSOR RECORDER
COUNTY CLERK
GARY W. FREEMAN

01 JUL 24 PM 3:02

SAN JOAQUIN COUNTY

BY Teresa Williams
DEPUTY

Contact Person: Associate Planner Jenny Liaw

Phone: (209) 937-8266

SUBJECT: NOTICE OF DETERMINATION PURSUANT TO PUBLIC RESOURCES CODE, SECTION 21152 AND
CAL. CODE OF REGULATIONS, TITLE 14, SECTIONS 15075, 15091, 15093, 15094, AND/OR 15096(i)

Project Title: O K & B PTP, et al. Tentative Map

City of Stockton EIR and/or IS File No(s): Previously cleared by Addendum/Initial Study (IS16-98)

SCH No.: 19-87020302 to FEIR 1-87 as amended

Discretionary Application(s) File No(s): TM6-01 Project Applicant: O K and B PTP, et al.

Project Description/Location: Tentative Map to subdivide a 104.24 acres into four lots for property located on the north side of Arch Road and west of the future extension of Newcastle Road.

DETERMINATIONS: This is to advise that the City of Stockton, as a Lead Agency, under the California Environmental Quality Act (CEQA), approved the above-described project/action on July 12, 2001, and has made the following determinations regarding the project:

1. The project (☒ will) (☐ will not) have a significant effect on the environment.
2. ☒ An environmental impact report was prepared and certified for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared and adopted for this project pursuant to the provisions of CEQA.
3. Findings (☒ were) (☐ were not) made pursuant to Cal. Code of Regulations, Title 14, Section (☒ 15091-EIR) (☐ 15075-Neg Dec) and Mitigation measures (☒ were) (☐ were not) incorporated as part of the approval of the project.
4. Mitigation Monitoring and Reporting Program (☒ was) (☐ was not) adopted for this project.
5. Statement of Overriding Considerations (☒ was) (☐ was not) adopted for this project.
6. Pursuant to Cal. Code of Regulations, Title 14, Sections 753.5(a) or 753.5(c):
☐ California Department of Fish and Game (CDFG) fees are required, as applicable, and will be filed with this Notice of Determination (NOD); or
☐ This project is exempt from the CDFG fees and a Certificate of Fee Exemption has been prepared and will be filed with this NOD.
☒ CDFG Fees were filed with a prior NOD for this project/proposal (see attached receipt).

This is to certify that the environmental documentation and determinations for the project/action and any related mitigation measures, monitoring provisions, findings and statements of overriding consideration have been adopted on the basis of the whole record before the City and reflect the City's independent judgement and analysis. The environmental review record and record of project approval may be examined at the above-noted Lead Agency address.

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By: Jenny Liaw
JENNY LIAW, ASSOCIATE PLANNER

Date: July 24, 2001

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above, I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature: Teresa Williams
Posting Period Ending Date: 8-24-01

Title: DEPUTY COUNTY CLERK
::ODMA\GRPWISE\COS.CDD.CDD_Library:16528.1

Copy to applicant and SCH 07-25-01



STATE OF CALIFORNIA-THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT
DFG 753.5a (6-81)

49259

Lead Agency:

City of Stockton

Date:

12/22/98

County/State Agency of Filing:

San Joaquin County

Document No.:

Project Title:

OK & B Partnership

Project Applicant Name:

OK & B PTP et al Supp Notes, Etc

Phone Number:

Project Applicant Address:

1155 W. Glenwood Dr Ste B Stockton CA 95207

Project Applicant (check appropriate box):

Local Public Agency ☒

School District ☐

Other Special District ☐

State Agency ☐

Private Entity ☐

CHECK APPLICABLE FEES:

(☒) Environmental Impact Report

\$850.00

\$

850.00

() Negative Declaration

\$1,250.00

\$

() Application Fee Water Diversion (State Water Resources Control Board Only)

\$850.00

\$

() Projects Subject to Certified Regulatory Programs

\$850.00

\$

(☒) County Administrative Fee

\$25.00

\$

25.00

() Project that is exempt from fees

TOTAL RECEIVED

\$

875.00

Signature and title of person receiving payment:

Patricia Pearson, San Joaquin County Clerk

FIRST COPY-PROJECT APPLICANT

SECOND COPY-DFG/FASB

THIRD COPY-LEAD AGENCY

FOURTH COPY-COUNTY/STATE AGENCY OF FILING

TM6-01

Copy to applicant and SCH 07-25-01

FINDINGS
AND
MITIGATION MONITORING/REPORTING PROGRAM

for

TENTATIVE PARCEL MAP TM 11-98
(104.2 ACRES)

relative to
EIR File No. 1-87, Arch Road Industrial Park, Units 3 & 4
Initial Study File No. IS 16-98

State Clearinghouse No. 87020302

December 1, 1998

Prepared for:

City of Stockton
Community Development Department/Planning Division
345 North El Dorado Street
Stockton, CA 95202

Prepared by:

INSITE ENVIRONMENTAL
2155 West March Lane, Suite 1-C
Stockton, CA 95207

FINDINGS AND MITIGATION MONITORING/ REPORTING PROGRAM

for the

TENTATIVE PARCEL MAP NO. TM 11-98 (104.2 ACRES)

The proposed Tentative Parcel Map would subdivide a portion of the Arch Road Industrial Park Units 3 and 4 project, an approximately 496-acre project approved in 1989 which resulted in the annexation, rezoning, and subdivision of the project site, located north of Arch Road and south of Mariposa Road, for industrial development. The EIR for this project (EIR 1-87) was certified in 1989, and the project was approved on the basis of written findings adopted by the City pursuant to CEQA Guidelines Section 15091. Those findings, cited below, are hereby incorporated into this document by reference.

Arch Road Industrial Park Units Three and Four, Addendum to Final Environmental Impact Report EIR 1-87 and Related Environmental Findings and Statement of Overriding Considerations, prepared by R.C. Fuller Associates, 1989.

The current proposed project involves approval of a parcel map to permit industrial development of 104.2 acres of the Arch Road Industrial Park site. The proposed parcel map would create four parcels totalling 104.2 acres. The potential impacts of the current proposed project are addressed in an Addendum to EIR 1-87 dated December 1, 1998 which forms the basis of this document.

The following table summarizes the environmental impacts that the proposed Tentative Parcel Map and subsequent development would generate, their significance, and how the impacts would be treated, if the project is approved. The table details 1) each potential environmental effect which may be associated with the proposed project, including effects identified in EIR 1-87; 2) mitigation measures proposed to minimize new significant effects; 3) a method for implementation of each new mitigation measure, as well as the responsibility for, and timing of, the implementation; 4) monitoring and reporting actions required to ensure that the mitigation measures are implemented; 5) the level of significance of each impact, after mitigation; and 6) the finding required by Section 15091 of the CEQA Guidelines for each significant effect.

Each of the project's environmental effects is classified as to its level of significance after mitigation, defined as follows: Significant (S); Potentially Significant (PS); Significant and Unavoidable (SU); or Not Significant (NS). The significance determination for each environmental effect evaluated in the referenced Addendum was based on one or more criteria for significance developed from guidance contained in the CEQA Guidelines, City of Stockton standards and policies, and/or other "significance thresholds" established by federal, state, regional, or local agencies.

- A "Significant Impact" is a substantial adverse change in the environment (CEQA Guidelines Section 15382). Impacts classified as Significant meet the criterion for significance utilized for the environmental topic.

- A “Potentially Significant Impact” is one which is likely to cause future substantial adverse changes to the environment.
- A “ Significant and Unavoidable Impact” is an impact for which there is no known or feasible mitigation.
- A “Not Significant Impact” is one which is adverse but does not exceed the defined significance threshold.

Section 15091 of the CEQA Guidelines requires that agencies acting on projects which are subject to CEQA make findings with regard to each significant environmental effect of the project prior to taking action. The findings options are summarized on page 1 of the Findings and Mitigation Monitoring/Reporting Program, following.

The following program follows the same sequence as the Environmental Setting and Impact analysis of EIR 1-87, and the Addendum to EIR 1-87 prepared for the current proposed project.

CITY OF STOCKTON

CEQA FINDINGS AND MITIGATION MONITORING/REPORTING PROGRAM (PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 21081 AND 21081.6)

PROJECT DATA

INITIAL STUDY FILE NO.: IS <u>16-98</u> (or) EIR FILE NO.: <u>EIR 1-87</u> State Clearinghouse No.: <u>SCH# 87020302</u> (If submitted to Clearinghouse) Related File No(s): <u>Tentative Parcel Map No. TM 11-98</u>
Property Owner(s): <u>O. K. & B. Partnership, et. al.</u> Address: <u>8615 Elder Creek Road, Sacramento, CA 95828</u> Zip <u>95828</u> Phone (916) <u>381-3600</u> Project Applicant: <u>Same</u> Contact Person: <u>Bruce Kemp</u> Address: <u>Same</u> Zip <u>Same</u> Phone <u>Same</u>
Project Title: <u>Tentative Parcel Map 16-98</u> Project Description/Location: <u>Tentative Parcel Map to allow industrial development of four parcels totaling 104.2 acres.</u>

KEY

1. The impacts are shaded and followed by related mitigation measures, implementation and monitoring provisions, and findings.

2. Abbreviations:
N/A=(Not Applicable); COS=(City of Stockton); ODS=(Owners, Developers and/or Successors-in-Interest); CDD=(Community Development Department); CD-P=(Community Development-Planning Division); CD-B=(Community Development-Building Division); PW=(Public Works Department); CM=(City Manager); CA=(City Attorney); P&R=(Parks and Recreation Department); HR=(Housing and Redevelopment Department); MUD=(Municipal Utilities Department); FD=(Fire Department); PD=(Police Department); PC=(Planning Commission); CC=(City Council); SJ=(San Joaquin County); ALUC=(Airport Land Use Commission).

FINDINGS AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

Findings for significant and potentially significant impacts identified in the Final EIR or Negative Declaration/Initial Study are listed as follows:
<ol style="list-style-type: none"> Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect identified in the Final EIR or Negative Declaration/Initial Study, or Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the City of Stockton. Such changes have been adopted by such other agency, or can and should be adopted by such other agency, or The City of Stockton has previously adopted findings of specific economic, social, or other considerations which make infeasible the mitigation measures and project alternatives identified in the Final EIR or Negative Declaration/Initial Study.
The level of significance (LS) of each impact after mitigation is listed as: SU= (significant and unavoidable), PS=(potentially significant), or NS=(not significant). The basis for the Findings is provided in applicable sections of the Final EIR, Negative Declaration/Initial Study, or previously adopted Findings or Statement of Overriding Considerations.

LEAD AGENCY

CITY OF STOCKTON

c/o Community Development Dept./Planning Division
345 North El Dorado Street, Stockton, CA 95202-1997
(209) 937-8266

(DATE FINDINGS/MONITORING PROGRAM ADOPTED)

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	RESPONSIBILITY AND TIMING	AFTER MITIGATION
4.1 GEOLOGY AND SOILS			
The project would involve exposure to seismic risks and expansive soils. This is potentially significant impact.			
<ol style="list-style-type: none"> 1. The owners, developers, and successors-in-interest shall retain a registered civil engineer or certified engineering geologist to prepare a soils report for each development site in order to identify soil expansivity, settlement or other constraints and identify suitable site preparation and/or foundation specifications. 2. Site improvements and foundation designs shall conform to the recommendations of the soils report. 3. The owners, developers, and successors-in-interest shall place all fill materials in accordance with the specifications of a registered civil engineer or certified engineering geologist. 4. The owners, developers, and successors-in-interest shall be responsible for compliance with City of Stockton storm water pollution prevention regulations as described in Section 4.2, Hydrology and Water Quality. 	The ODS will be responsible for obtaining the soils report and related engineering services, and for directing the incorporation of soil engineering specifications in site and facility designs.	The PW and the CD-B will review and verify the adequacy of the soils reports and specifications in their review of subdivision and site improvement plans and building permit applications.	1, NS
4.2 HYDROLOGY AND WATER QUALITY			
The project would involve physical disturbance of Weber Slough, exposure to flooding, and potential water quality effects related to urban runoff. This is a significant impact.			
<ol style="list-style-type: none"> 1. The proposed Weber Slough crossing shall be designed to accommodate anticipated flows in the slough, to the satisfaction of permitting agencies with jurisdiction. The design and/or specifications shall include adequate provision for revegetation in order to prevent erosion, consistent with any biological resource specifications in Section 4.3. 2. The owners, developers, and successors-in-interest shall obtain required permits for the Weber Slough crossing from the Army Corps of Engineers, State Reclamation Board, the California Department of Fish and Game, the San Joaquin County Flood Control and Water Conservation District, and other agencies with jurisdiction. 3. The owners, developers and/or successors-in-interest shall comply with the provisions of the City of Stockton Grading and Erosion Control Ordinance, the California General Construction Activity Storm Water Permit and State Water Resources Control Board Order Number 92-08-DWQ. These requirements include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and submittal of an NOI to the RWQCB. The SWPPP must identify 	The ODS will be responsible for SWPPP and NOI preparation and submittal in conjunction with improvement plan reviews and individual development applications.	The Stormwater Division will be responsible for ensuring review of SWPPPs and identifying potential discharges to the sewer system; the CD-B will ensure that WDID and SDID numbers have been issued for each building permit application. The RWQCB will be responsible for enforcement of general industrial permit requirements.	1, NS

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	RESPONSIBILITY AND TIMING	AFTER MITIGATION
<p>responsible parties, pollutant sources, proposed storm water pollution controls, and monitoring. If monitoring pursuant to the SWPPP identifies pollution concerns, remediation is required.</p> <p>4. The owners, developers and/or successors-in-interest shall comply with applicable City ordinances and the California General Permit for Industrial Activity for operation of industrial facilities at the site. For non-exempt industrial activities, compliance will require submittal of an NOI and preparation of a SWPPP pursuant to the general permit requirements, or acquisition of an individual NPDES permit. Permit requirements vary with the type of industry proposed.</p> <p>5. The owners, developers and/or successors-in-interest shall comply with the industrial discharge requirements of Chapter 7 of the Stockton Municipal Code governing discharges to the sanitary sewer system.</p> <p>6. The owners, developers and/or successors-in-interest shall comply with applicable requirements of the Stockton Flood Damage Prevention Ordinance.</p> <p>7. The owners, developers and/or successors-in-interest shall dedicate right-of-way along Weber Slough to the agency with jurisdiction over the slough, as prescribed in the Ensign and Buckley (1993) study.</p>			
4.3 VEGETATION AND WILDLIFE			
The project would involve potential effects on Swainson's hawk nesting and foraging habitat. The proposed realignment of Weber Slough would involve potential effects on wetlands. This is a significant effect.			
<p>1. <i>Preconstruction surveys shall be conducted by a qualified raptor biologist for nesting Swainson's hawks on their respective project site and on adjacent lands within 500 feet of the project site boundaries if construction is scheduled to occur during the breeding season (March through August). If nesting Swainson's hawks are found nesting within the areas surveyed, the raptor biologist will, in consultation with CDFG, determine the appropriate setbacks on the project site within which construction will be prohibited until after the conclusion of the breeding season.</i></p>	<p>The ODS will be responsible for retaining biologists for pre-construction surveys, payment of fees, construction of mitigation improvements and obtaining required permits.</p>	<p>The CD-B will verify that pre-construction surveys have been completed, any necessary setbacks are established and fees paid prior to issuance of building permits. The PW will be responsible for ensuring that required permits and approvals for Weber Slough improvements have been obtained. The agencies issuing permits will be responsible for enforcement of permit conditions.</p>	<p>1, NS</p>

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING/REPORTING RESPONSIBILITY AND TIMING	RESOURCES AFTER MITIGATION
<p>2. The property owners and/or developers of the project site shall mitigate for the elimination of existing and/or potential foraging habitat for Swainson's Hawks (a "threatened" species under the California Endangered Species Act) from the project site and for their proportionate contribution to the cumulative loss of open space and/or agricultural lands which provide significant habitat values for multiple species of wildlife within the Stockton Planning Area by implementing any one or a combination of the following measures:</p> <p>a. The property owners and/or developers of the project site shall pay the applicable City of Stockton "Habitat/Open Space Conservation Fee" (per Ordinance No. 029-94) prior to the issuance of any building permit for the parcel area to be developed. <i>In the event that, prior to approving any discretionary entitlements for the project, the City of Stockton adopts and implements a comprehensive San Joaquin County multi-species habitat conservation and open space program (SJMSCP) which supersedes the City's existing habitat fee program, the issuance of any applicable building permits following the effective date of the SJMSCP shall be subject to the payment of applicable fees in compliance with the provisions of the SJMSCP. The habitat compensation fees shall be adequate for the acquisition, enhancement, long-term management, and monitoring of replacement habitat lands; and/or</i></p> <p>b. The property owners and/or developers shall retain a qualified wildlife biologist, subject to City approval, who shall conduct a biological site assessment for the project site and prepare a habitat compensation plan and a related mitigation/management agreement which insures a no-net-loss of habitat value. A suitable quantity and quality of on-site and/or off-site replacement habitat shall be identified, retained, enhanced or restored, and preserved in perpetuity through the recordation of a conservation easement for said replacement habitat site. The habitat compensation plan and agreement shall identify the location, type, and extent of replacement habitat, any enhancement and management measures required, and establish a financing mechanism to facilitate the long-term maintenance and monitoring of the replacement habitat. The biological assessment, habitat compensation plan, mitigation/management agreement, and conservation easement must be reviewed and approved by the City prior to the issuance of any construction permit or to the initiation of site improvements, whichever occurs first; and/or</p>			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	RESPONSIBILITY AND TIMING	AFTER MITIGATION
<p>c. The property owner and/or developers shall enter into a habitat mitigation/management agreement with the California Department of Fish and Game (CDFG) to insure a no-net-loss of habitat value. A copy of the fully executed agreement with CDFG shall be submitted to the Stockton Community Development Department prior to the issuance of any construction permit or to the initiation of site improvements, whichever occurs first.</p> <p>3. Obtain required approvals for bridge widening and construction across Weber Slough from the California Department of Fish and Game, Army Corps of Engineers, State Reclamation Board, San Joaquin County Flood Control and Water Conservation District, and the Regional Water Quality Control Board, as required.</p> <p>4. Prior to initiation of site grading or other construction activities, the owners, developers and/or successors-in-interest shall retain a qualified biologist to conduct preconstruction surveys for burrowing owl nesting on the project site, and on adjacent lands within 500 feet of the project site boundaries, if construction is scheduled to occur during the breeding season (March through August). If burrowing owl nesting is occurring within the areas surveyed, the biologist will, in consultation with CDFG, determine appropriate seasonal construction restrictions which should apply until after the conclusion of the breeding season.</p> <p>5. The owners, developers and/or successors-in-interest shall avoid the Weber Slough corridor during construction, except as specifically authorized by ACOE and CDFG. In order to minimize potential impacts to giant garter snake and its potential habitat, construction within the channel and 100 foot buffer areas outside each edge of Weber Slough shall occur only between April 1 and October 31, unless specifically authorized by the US Fish and Wildlife Service (USFWS). In the event that USFWS authorizes work within or near Weber Slough outside the April 1 through October 31 work window, it may be necessary to conduct preconstruction surveys and/or construction monitoring for giant garter snake.</p>			
4.4 CLIMATE AND AIR QUALITY			
<p>The project would involve construction emissions and additional vehicular emissions with adverse effects on ambient air quality standards for ozone and particulate matter. This is a potentially significant impact of the project. A Statement of Overriding Considerations was adopted for this impact when the General Plan was adopted.</p>			
<p>1. During construction, the owners, developers, and/or successors-in-interest will comply with San Joaquin Valley Unified Air Pollution Control District Regulation VIII (Fugitive Dust Rules).</p> <p>2. The owners, developers, and/or successors-in-interest shall implement the following dust control practices during construction:</p>	<p>The ODS shall be responsible for compliance with the above standards in future project design and construction.</p>	<p>The CD-B would verify payment of the air quality fee prior to issuance of building permits. The SJVUAPCD would, as applicable, verify compliance with district rules during project design, construction and operation.</p>	<p>3, SU</p>

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING/ENFORCEMENT RESPONSIBILITY AND TIMING	AFTER MITIGATION
<ul style="list-style-type: none"> a. All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. b. All clearing, grading, earth moving or excavation activities shall cease during periods of high winds greater than 20 mph averaged over one hour. c. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, earth moving or excavation activities shall be minimized at all times. e. During construction, streets shall be kept free of dust and dirt. All vehicles leaving the work site shall be cleaned to prevent dirt and mud from reaching adjacent streets. f. All internal combustion engines associated with construction shall be maintained and properly tuned. <p>3. After clearing, grading, earth moving, or excavation operations, the owners, developers, and/or successors-in-interest shall implement the following fugitive dust control methods:</p> <ul style="list-style-type: none"> a. All soil on inactive portions of the construction site shall be seeded and watered until grass growth is evident. b. All soil on active portions of the site shall be sufficiently watered to prevent excessive amounts of dust. <p>4. At all times, the owners, developers, and/or successors-in-interest shall implement the following fugitive dust emission control procedures:</p> <ul style="list-style-type: none"> a. On-site vehicle speed shall be limited to 15 mph. b. All areas with vehicle traffic shall be watered periodically for stabilization of dust emissions. c. Petroleum-based dust palliatives shall meet the road oil requirements of San Joaquin Valley Unified APCD's Rule 4341, Cutback, Slow Cure, Emulsified Asphalt Paving and Maintenance Operations. 			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING/REPORTING RESPONSIBILITY AND TIMING	FINDINGS/LS AFTER MITIGATION
<p>d. During construction, streets shall be kept free of dust and dirt. All vehicles leaving the work site shall be cleaned to prevent dirt and mud from reaching adjacent streets.</p> <p>5. All internal combustion engines associated with construction shall be maintained and properly tuned.</p> <p>6. The owners, developers, and/or successors-in-interest shall design buildings on site to achieve energy efficiency in excess of Title 24 requirements. This shall be achieved through automated control systems for heating and air conditioning, energy-efficient lighting controls and lighting, and light-colored roof materials to reflect heat.</p> <p>7. The owners, developers and/or successors-in-interest shall provide bicycle racks and employee showering facilities on the project site to encourage alternative transportation.</p> <p>8. The owners, developers and/or successors-in-interest shall provide space for a bus stop on the project site for future dedication to SMART if a transit route is extended to the site. The dedication and standard transit improvements (bus pullout, bench, and shelter) shall be provided at the expense of the owners, developers, and/or successors-in-interest when needed.</p> <p>9. The owners, developers and/or successors-in-interest shall pay the adopted City of Stockton Air Quality Mitigation Fee in conjunction with or prior to the issuance of building permits.</p> <p>10. The owners, developers and/or successors-in-interest of future industrial projects on the site shall comply with SJVUAPCD Rules, including Rule 2201 if stationary sources are proposed.</p>			
4.5 NOISE			
The project would involve potential construction noise impacts on nearby residences. This is a potentially significant and cumulatively significant effect of the project. A Statement of Overriding Consideration was adopted for cumulative aspects of this issue with the adoption of the Stockton General Plan.			
<p>1. Temporary noise impacts resulting from project construction shall be minimized by restricting hours of operation by noise-generating equipment to 7:00 a.m. to 10 p.m., Monday through Friday, and to 7:00 a.m. to 6:00 p.m. on Saturday and Sunday, when such equipment is to be used near noise-sensitive land uses.</p> <p>2. All heavy equipment used on the site shall be fitted with mufflers which meet State noise control standards. Residential type mufflers shall be required where applicable.</p>	The ODS would be responsible for imposing controls on construction contractors.	The COS and PW would ensure mitigation implementation as a part of conditions imposed upon individual grading permits and would monitor compliance as a part of grading inspection.	3. SOC 54

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING/REPORTING RESPONSIBILITY AND TIMING	FINDINGS/LS AFTER MITIGATION
3. Minimize the duration of heavy equipment operation near adjoining residences. No heavy equipment shall be operated in the vicinity of residences (i.e. within 1,000 feet) between 8:00 p.m. and 7:00 a.m.			
4.6 LAND USE			
The project conforms to existing general plan and zoning designations but would involve loss of approximately 104 acres of agricultural land. Losses of agricultural land and noise impacts on residential uses are significant impacts of the project. The City of Stockton adopted a Statement of Overriding Consideration for these issues when the General Plan was adopted.			
NO MITIGATION AVAILABLE	N/A	N/A	3, SU
4.7 POPULATION AND HOUSING			
The project would not involve significant population or housing effects.			
NO MITIGATION REQUIRED	N/A	N/A	N/A
4.8 TRAFFIC AND CIRCULATION			
The project would involve traffic increases and need for transportation improvements. This is a potentially significant impact of the project.			
<p>1. The owners, developers and successors-in-interest shall be responsible for 100% of the design and construction of subdivision roads, as shown on the Tentative Map, and as identified in this document.</p> <p>2. The owners, developers and successors-in-interest shall be responsible for 100% of the design and construction costs for roadway widening and frontage improvements to Arch Road as specified in the Arch/Sperry Specific Road Plan, adjacent to the tentative map project area, and as identified in this document. In addition to these required roadway improvements adjacent to the site, the owners, developers and/or successors-in-interest shall be responsible for all interim improvements necessary to provide for adequate roadway transition to match the existing pavement.</p> <p>3. The owners, developers, and/or successors-in-interest shall be responsible for their proportionate share, based on traffic loadings, of traffic improvements shown in Tables 8 and 10 and described in detail in Appendix E, the Arch Road Industrial Site Traffic Impact Analysis (CCS, 1997).</p>	<p>The ODS will be responsible for the payment of traffic improvement fees or proportionate share costs. Implementation shall also include any design and construction by the ODS when the improvement is deemed warranted or at the discretion of the PW Director.</p>	<p>The PW will ensure that site and frontage improvements are designed and constructed in conjunction with site development. PW and CD-B will ensure that fees are paid in conjunction with building permit issuance. The CD-B and PW shall check compliance with improvement conditions during construction.</p>	

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING/REPORTING RESPONSIBILITY AND TIMING	FINDINGS AFTER MITIGATION
<p>4. The owners, developers, and/or successors-in-interest (ODS) shall be responsible for the design and construction of the said traffic improvements, interim and/or ultimate, which the City, Caltrans or other agencies, in their discretion, determines are required to be completed in conjunction with the proposed project. The ODS may be entitled to fee credits or reimbursement as provided in applicable ordinances.</p>			<p>1-NS</p>
4.9 PUBLIC SERVICES			
4.9.1 Water Supply			
The project would result in increases in water consumption and need for expansion of the City water system. This is a potentially significant impact of the project.			
<p>1. The owners, developer and/or successors-in-interest shall pay all applicable connection fees and/or capital improvement fees required by City ordinance to fund the necessary improvements to the domestic water supply.</p> <p>2. The owners, developer and/or successors-in-interest shall comply with plumbing, metering and other water conservation measures in effect, including the 16 Best Management Practices included in the City's Urban Water Management Plan, 1995 Update.</p> <p>3. The owners, developers, and/or successors-in-interest shall prepare water master plan for review and approval by the Director of Municipal Utilities and the City Engineer.</p> <p>4. The owners, developers and successors-in-interest shall provide an engineering analysis, acceptable to the Director of Municipal Utilities and the City Engineer, that demonstrates that the water system improvements to be constructed in conjunction with the project are sufficient to meet the following standards, with a given system pressure of 45 PSI at the point of connection to the City water system:</p> <p>a. Provide at least 40 PSI pressure at any location during the period of peak hour demand, and</p> <p>b. Provide at least 20 PSI pressure at any location during the period of Maximum Day demand combined with a fire flow of 3500 GPM out of any fire hydrant in the subdivision.</p> <p>5. The owners, developers, and/or successors-in-interest shall construct all on-site water distribution facilities in accordance with the approved master plan and shall provide necessary easements for the facilities.</p>	<p>The ODS will be responsible for design and construction of improvements as well as payment of fees.</p>	<p>The CD-B will ensure that fees are paid prior to or in conjunction with building permit issuance. The PW will ensure that required improvements are adequate to meet needs and are shown on improvement plans and completed prior to recordation of the Parcel Map.</p>	<p>3, SU</p>
4.9.2 Storm Drainage			
The project would increase storm runoff and require development of new storm drains and detention facilities. This is a potentially significant impact of the project.			

MITIGATION MEASURES		RESPONSIBILITY AND TIMING/SCHEDULE	RESPONSIBILITY AND TIMING	AFTER MITIGATION
<div><div>1. The owners, developers and/or successors-in-interest shall construct on-site storm water collection systems and a storm water detention basin and pump station in accordance with adopted Master Plans and approved improvement plans, subject to review and approval by the Department of Municipal Utilities and the City Engineer.</div><div>2. The owners, developers and/or successors-in-interest shall obtain all applicable local, state, and federal permits for discharge to Weber Slough.</div><div>3. The storm water detention basin is required to be maintained by either a private or public Storm Basin Maintenance District. Each parcel within the District shall pay their proportionate share of the maintenance cost.</div></div>		The ODS shall be responsible for the preparation and implementation of storm water drainage improvement plans and acquisition of any necessary permits.	The MUD will be responsible for review of storm drainage plans and oversight of the permitting process.	1, NS
4.9.3 Wastewater Facilities				
The project would increase demands on City sewage treatment facilities and require extension of sewer trunk lines. This is a potentially significant impact of the project.				
<div><div>1. The owners, developers and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable Sewer Connection Fees required for improvements to the Stockton Regional Wastewater Control Facilities.</div><div>2. The owners, developers and/or successors-in-interest shall prepare a master sanitary sewer improvement plans for review and approval by the Director of Municipal Utilities and the City Engineer.</div><div>3. The owners, developers and/or successors-in-interest shall construct on-site wastewater collection facilities, and provide all necessary easements for the facilities consistent with the approved sanitary sewer master plan.</div><div>4. The owners, developers and/or successors-in-interest shall obtain and dedicate all the necessary easements for the sanitary sewer line outside the project site connecting to the existing 24-inch sewer line.</div></div>		The ODS will be responsible for design and construction of improvements and for payment of fees.	The CD-B will ensure that the fees have been paid prior to or in conjunction with building permit issuance. The PW will ensure that required improvements are shown on the improvement plans and completed prior to recordation of the Parcel Map.	1, NS
4.9.4 Solid Waste				
The project would increase solid waste generation, but adequate infrastructure is in place to accommodate increases. This is less than a significant impact.				
NO MITIGATION REQUIRED		N/A	N/A	N/A
4.9.5 Fire Protection				
The project would increase demands for fire protection. This is a potentially significant impact of the project.				

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	RESPONSIBILITY AND TIMING	AFTER MITIGATION
<ol style="list-style-type: none"> 1. The owners, developers and/or successors-in-interest shall provide all structures with sprinkling systems. 2. The owners, developers, and/or successors-in-interest shall design the proposed water supply system for the project system to the standards of the Uniform Fire Code, as most recently adopted by the City of Stockton, including applicable specifications for system flow, pressure and hydrant location and spacing. 3. The owners, developers, and/or successors-in-interest shall provide all-weather access to and around all structures and combustible construction as required by the Uniform Fire Code, as most recently adopted by the City of Stockton. 4. The owners, developers and/or successors-in-interest shall pay applicable Public Facility Fees for fire stations and equipment. 5. The proposed subdivision maps and improvement plans shall be provided to the Fire Department for emergency access review. 	The ODS will be responsible for facility design, consultation with the FD and payment of fees.	The PW will ensure that the Tentative Parcel Map conditions have been met prior to approval of Final Maps. The CD-B will verify that required fees have been paid prior to, or in conjunction with, building permits.	1, NS
4.9.6 Police Service			
The project would increase demands for police services. This is a potentially significant impact of the project.			
<ol style="list-style-type: none"> 1. The owners, developers, and/or successors-in-interest shall contact the Police Department's Crime Prevention Unit prior to the construction phase of development. This unit will provide recommendations for access routes, lighting, fencing, and other crime prevention measures. 2. The owners, developers, and/or successors-in-interest shall pay Public Facility Fees prior to issuance of construction permits to defray capital facilities costs associated with expanding law enforcement services. 3. The owners, developers, and/or successors-in-interest shall fence and patrol contractors' storage yards during the construction phases of the new development to prevent theft and vandalism, and to reduce calls for assistance from the Police Department. 	The ODS will be responsible for coordination with PD, payment of fees and security.	The CD-B will be responsible for ensuring that coordination and fee payments have occurred.	1, NS
4.9.7 Schools			
The project would not involve substantial effects on schools. This impact would be less than significant.			
NO MITIGATION REQUIRED	N/A	N/A	N/A
4.9.8 Other Utilities			

IMPACT/MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING/RECORDING RESPONSIBILITY AND TIMING	MITIGATION AFTER MITIGATION
The project would require extension of utilities but project needs can be accommodated by existing systems. This impact is less than significant.			
NO MITIGATION REQUIRED	N/A	N/A	N/A
4.10 VISUAL AND AESTHETIC RESOURCES			
The project would involve industrial development of the site and addition of new lighting. This is a potentially significant impact of the project.			
<ol style="list-style-type: none"> The project will be designed so as to minimize the change in character. Structures will be designed to be aesthetically attractive and landscaping will be provided which includes native compatible, drought resistant species. Natural vegetation will be retained in the North Little John Creek corridor. Industrial site lighting should be directed downward and toward the buildings to eliminate excessive glare and illumination. 	The ODS will be responsible for structure and site design and construction.	The CD-B and/or PW will be responsible for checking compliance with these measures during review of building plans and/or building inspections.	1, NS
4.11 ENERGY			
The proposed project would contribute to cumulatively significant energy impacts. The City of Stockton adopted a Statement of Overriding Consideration for cumulative energy consumption when the General Plan was adopted.			
NO MITIGATION AVAILABLE	N/A	N/A	3, SU
4.12 ARCHAEOLOGY AND HISTORY			
The project would not affect any known cultural resources. Project construction may disturb undiscovered subsurface resources. This is a potentially significant impact of the project.			
<ol style="list-style-type: none"> If subsurface cultural resources are encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials and make a determination of their significance. The City of Stockton Community Development Department shall be notified, and the owners, developers and/or successors-in-interest shall be responsible for mitigation of any significant cultural resources pursuant to CEQA Appendix K. If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Community Development Department shall be notified immediately. The Coroner must contact the Native American Heritage Commission. At the same time, a qualified archaeologist must be contacted to evaluate the archaeological implications of the finds. Appendix K of CEQA details steps to be taken when human remains are found to be of native American origin. 	The ODS shall be responsible for notifying contractors of this requirement, and for subsequent notification of City officials if cultural resources are encountered.	If cultural resources are encountered, the CD-B and CD-P will monitor compliance with archaeologist's recommendation.	1, NS

MITIGATION MEASURES	IMPLEMENTATION RESPONSIBILITY AND TIMING/SCHEDULE	MONITORING RESPONSIBILITY AND TIMING	AFTER MITIGATION
4.13 HAZARDOUS MATERIALS			
There are no known hazardous materials sites in the project vicinity. Future uses of the site could involve hazardous materials. This is a potentially significant impact of the project.			
<ol style="list-style-type: none"> 1. The owners, developers and successors-in-interest will provide and maintain safe and adequate storage facilities for all hazardous materials. 2. The owners, developers and successors-in-interest will comply with all federal, state and local hazardous materials and waste regulations. 	The ODS will be responsible for hazardous materials management and regulatory compliance activities.	The Stockton FD, SJC Environmental Health Department, the State Water Resources Control Board and other agencies will be responsible for overseeing regulatory compliance.	1, NS
4.14 AIRPORT SAFETY CONSIDERATIONS			
The project is located within airport safety zones. Tall structures, or storm water detention facilities which attract waterfowl, could involve conflicts with airport operations. This is a potentially significant impact of the project.			
<ol style="list-style-type: none"> 1. A safety easement shall be developed to restrict any future tenants from creating interference with the Airport's radio channels and navigation facilities. The easement should also preclude the use of reflective building materials, and require all outdoor lighting to be directed downward and shielded from view from adjoining properties. 2. The owners, developers and/or successors-in-interest shall complete FAA form 7460-1 and submit it to the FAA, with a copy sent to the City of Stockton Building Department, at least 30 days before applying for each building permit. 3. The owners, developers and/or successors-in-interest shall design and maintain the storm water detention basin so as to deny food, water and roosting areas to wildlife. Design and maintenance plans shall be developed in consultation with the Stockton Metropolitan Airport during stormwater detention pond siting and design to ensure that the pond does not create a safety hazard for pilots. 4. The owners, developers and/or successors-in-interest shall record a Deed of Avigation and Hazard Easement. This easement would grant San Joaquin County a perpetual, assignable easement permitting overflight of the property by aircraft, together with any inherent noise or other emissions which are inherent in the operation of aircraft. This easement shall be recorded as a deed restriction flowing in perpetuity to all successor property owners. 5. Reflective roof coverings which could attract birds, or that could pose a potential hazard to aircraft shall be prohibited. 	The ODS shall be responsible for recordation of easements, filing of FAA permit applications and storm water detention basin design and maintenance.	The PW shall ensure that the safety easement has been recorded prior to the Final Map and that the Airport has been consulted during storm water basin design. The CD-B shall ensure that FAA Form 7460-1 has been received prior to acting on building permits within the project area.	1, NS

II. MITIGATION REPORTING PROGRAM

This section describes the mitigation reporting program established for the above-described project pursuant to Section 21081.6 of the Public Resources Code. This program consists of the following steps:

- a. The Community Development Department shall utilize the above-listed Mitigation Implementation and Monitoring Program (Section I) as a checklist of mitigation measures to be implemented for the project. Implementation of the applicable measures shall be included as a condition of all applicable discretionary approvals, improvement plans and/or construction permits.
- b. The project applicant (i.e.: owner, developer, originating City department, or other responsible agency, as applicable) and/or successors-in-interest shall file a written report with the Community Development Department which will monitor the implementation of required mitigation measures. Similarly, any public agency having jurisdiction over natural resources affected by the project shall monitor and report upon the implementation of any mitigation measures incorporated at their request. Such written report(s) shall be submitted to the Community Development Department approximately once every twelve (12) months following approval of improvement plans and/or construction permits. The written report shall briefly state the status in implementing each adopted mitigation measure.
- c. The Community Development Department shall review the monitoring report(s) and determine whether there is any unusual and substantial delay in, or obstacle to, implementing the adopted mitigation measures. In reviewing the timeliness of implementation, the Community Development Department shall consider any timetable for the project and the required mitigation measures provided by the applicant and/or other responsible agency, as applicable. The Community Development Department and other City Departments may, to the extent deemed necessary, use scheduled inspections to monitor mitigation implementation.
- d. The result of the Community Development Department's review of the annual report(s) will be provided to the applicant in writing within thirty (30) calendar days after receipt of the annual report. If the Community Development Department determines that a required mitigation measure is not being properly implemented, it shall consult with the applicant and, if possible, agree upon additional actions to be taken to implement the mitigation measures.

The CDD shall be limited to imposing reasonable actions as permitted by law which will implement the required mitigation measures. Any decision of the Community Development Director related to the annual monitoring report may be appealed to the City PC and/or CC, as applicable, within ten (10) calendar days following said written determination.

- e. Such monitoring and reporting shall continue until the CDD, in consultation with the other applicable City departments, determines that compliance has been fully achieved or, for ongoing measures (e.g., maintenance of facilities), determines that existing enforcement procedures relating to conditions of approval will provide adequate verification of compliance

Sanguinetti
APPROVED

Addendum to the EIR
for
ARCH ROAD INDUSTRIAL PARK, UNITS 3 & 4

Considering the Environmental Effects of
TENTATIVE PARCEL MAP NO. TM 11-98
(104.2 ACRES)

CITY OF STOCKTON
EIR File No. EIR 1-87
Initial Study File No. IS 16-98

Prior State Clearinghouse Number 87020302

December 1, 1998

Prepared for
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Community Development Department/
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1.0. INTRODUCTION

1.1 BRIEF BACKGROUND AND PROJECT DESCRIPTION

The proposed project consists of approval of a Tentative Parcel Map (City of Stockton, File No. TM 11-98) which would create four lots for industrial development purposes, including one storm basin parcel. The industrial development site addressed by the Tentative Map consists of approximately 104.2 acres of land in southeast Stockton. The project site is located in the southwestern portion of an undeveloped industrial site known as Arch Road Industrial Park, Units Three and Four, which is located east of Units One and Two of the Park. Units One and Two are partially developed. Only incidental development of Units Three and Four has occurred.

The City certified an Environmental Impact Report (EIR 1-87) for Units Three and Four of Arch Road Industrial Park, (ARIP 3&4), approved the annexation of the ARIP 3&4 area, applied Industrial general plan designations and pre-zoned the area M-1 Light Industrial District in 1988 (see Figures 1-4). The approved project area totaled 496 acres. The current proposed project involves the preparation of about 20% of the ARIP 3 & 4 of site for development of industrial land uses.

The potential environmental impacts of industrial development of the current project site were considered in EIR 1-87, prepared for the ARIP 3&4 project in 1987 and certified in 1988. In this document, EIR 1-87 is also known as "the previous EIR." This Addendum to the previous EIR provides a description of the 104.2-acre proposed project and updates the environmental information and impact analysis presented in the previous document. City of Stockton decision-makers will take action on the Tentative Map project, after considering the Addendum and the previous EIR (1-87), and after making the findings required by CEQA (Guidelines Section 15091, 15093).

In a related action, the property owners recently applied to the City for approval of a Tentative Parcel Map (TM 13-96) to create three lots, totaling 32.9 acres, for industrial development. Another Addendum to EIR 1-87 (IS 15-97) was prepared for consideration by City decision-makers in their review of this project. This subdivision, approved by the Stockton Planning Commission in March 1998, is located immediately west of the proposed project site, in the extreme southwest corner of the ARIP 3&4 area. TM 13-96 designated a "remainder" lot of 104.2 acres which was not authorized for development in that approval. Subdivision of the remainder parcel is the subject of this analysis.

The applicant (Kemp, pers. comm.) also intends to develop the remaining 360 acres of the ARIP 3&4 area. Additional Tentative Subdivision Maps or other required applications for entitlement to develop this area will be submitted for City approval. Additional environmental documentation will need to be prepared in order to provide CEQA compliance for the subsequent application(s) as this Addendum is focused solely on the proposed 104.2-acre project.

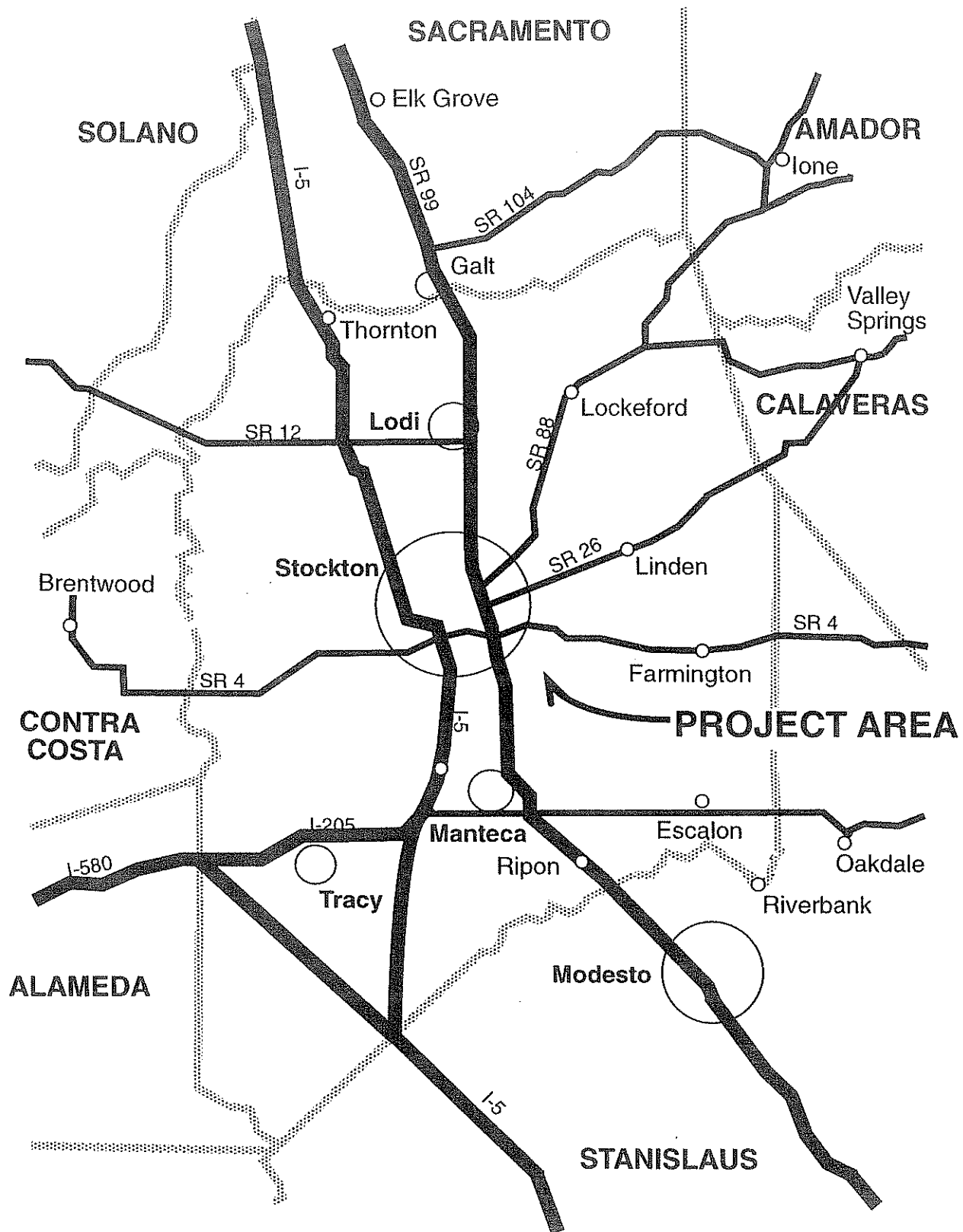
1.2 ADDENDUM

CEQA and the CEQA Guidelines require an agency to prepare an EIR, prior to taking discretionary actions which have the potential to cause significant, adverse impacts on the environment. The Arch Road Industrial Park EIR, certified by the City Council in 1988, considered the industrial development of the proposed project site.

An addendum may be used to make "minor technical changes or additions" that are necessary to assure that the original EIR is "adequate under CEQA," provided no new important "issues about the significant effects on the environment" are raised (Guidelines, Section 15164). The Initial Study (Appendix A) indicates that the environmental consequences of the current project are not significant, and the proposed project is consistent with that described in the previous EIR. As a result, a subsequent or supplemental EIR is not needed for the current project; this Addendum to EIR 1-87 will document changes to the project, as it was described in the previous EIR, and any related changes in the project's environmental impacts, mitigation measures and alternatives.

This Addendum to EIR 1-87 has been prepared in accordance with the requirements of Sections 15162 and 15164 of the State CEQA Guidelines. Section 15162(a) identifies the circumstances under which an additional EIR must be prepared, as follows:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - (3) New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

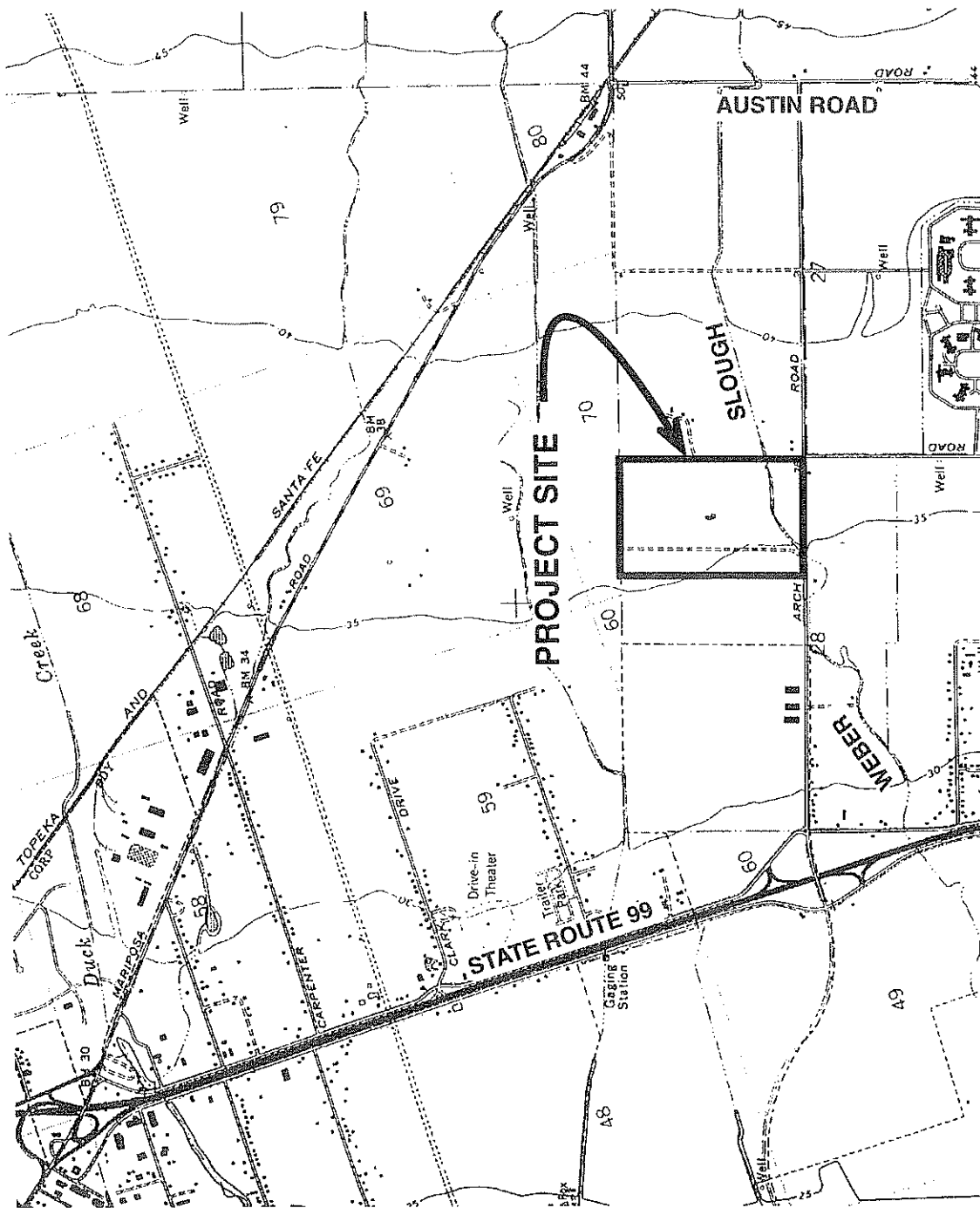


Scale: Not to Scale



INSITE ENVIRONMENTAL

Figure 1
PROJECT LOCATION IN SAN JOAQUIN



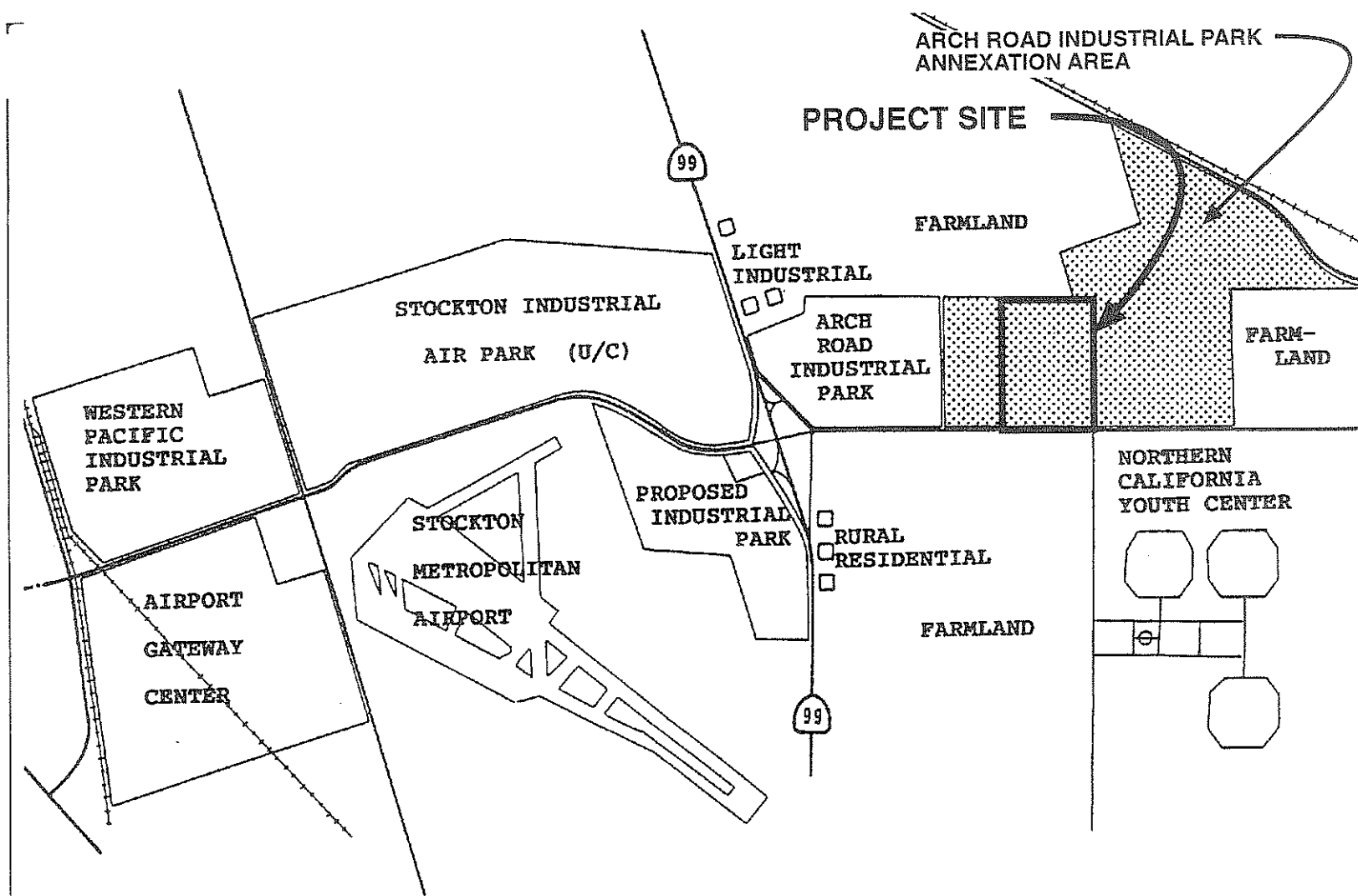
Scale:

1" 2,000 feet

Source: US Geological Survey,
Stockton East 7.5' Quadrangle

Figure 2
USGS LOCATION MAP

INSITE ENVIRONMENTAL



Scale:

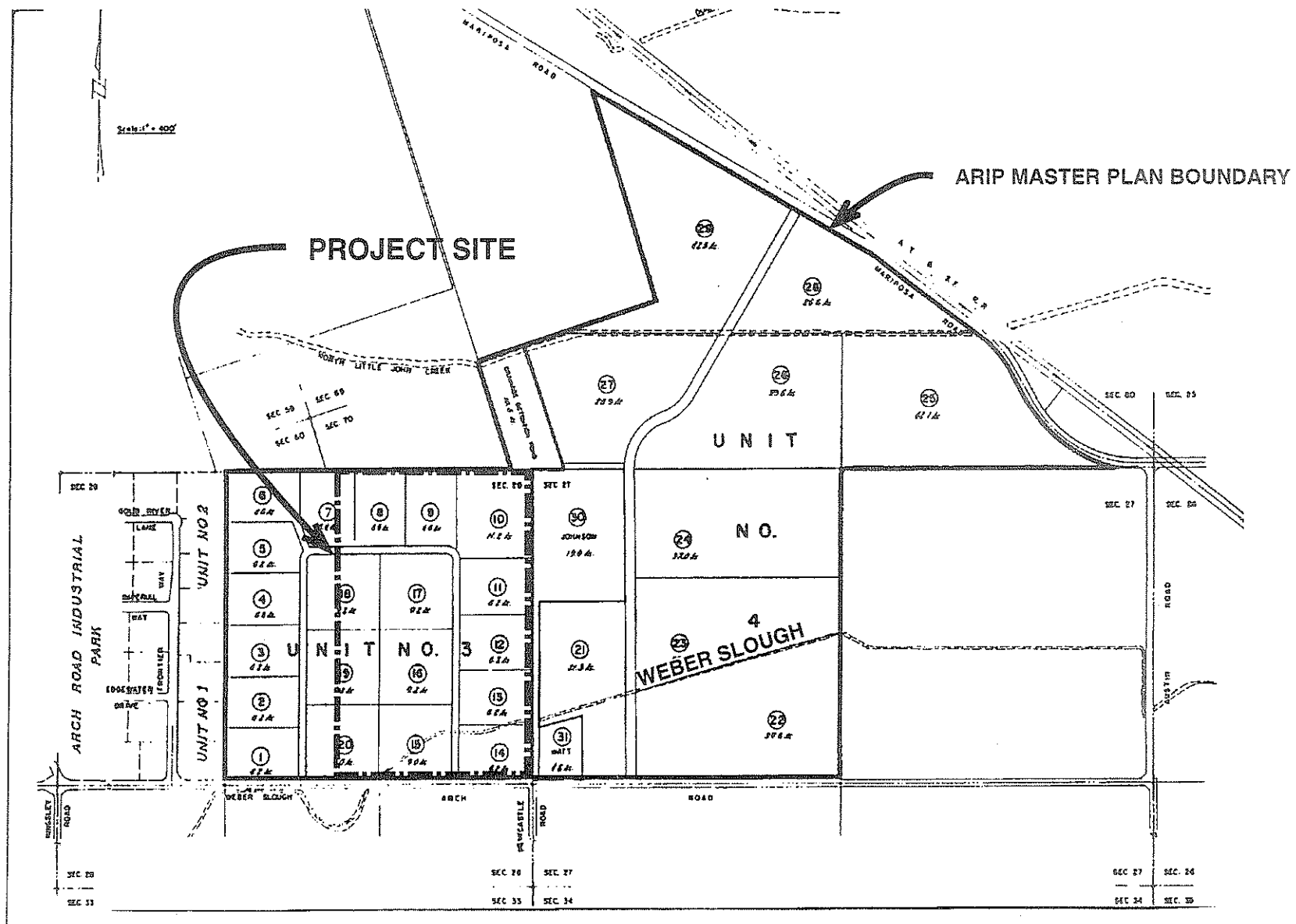
0 2,000 feet

Source: R.C. Fuller and Associates, 1987



INSITE ENVIRONMENTAL

Figure 3
1987 ARIP ANNEXATION AREA



Scale: None

Source: R.C. Fuller and Associates

INSITE ENVIRONMENTAL

Figure 4
ARIP 3 & 4 MASTER PLAN

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially lessen one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 identifies the circumstances under which an Addendum can satisfy the need for an additional environmental documentation.

- (a) The Lead Agency or a Responsible Agency shall prepare an addendum to an EIR if:
 - (1) None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred;
 - (2) Only minor technical changes or additions are necessary to make the EIR under consideration adequate under CEQA; and
 - (3) The changes to the EIR made by the addendum do not raise important new issues about the significant effects on the environment.
- (b) An addendum need not be circulated for public review but can be included in or attached to the final EIR.
- (c) The decision-making body shall consider the addendum with the final EIR prior to making a decision on the project.

The proposed project is consistent with the provisions of Section 15164.

This document is an Addendum to the 1987 Environmental Impact Report for the Arch Road Industrial Park Units Three and Four (SCH# 87020302; City of Stockton File No. EIR 1-87). In this document, references to "the 1987 EIR," "EIR 1-87" or "the previous EIR" refer collectively to the Draft EIR, the Final EIR and the CEQA findings adopted by the Stockton City Council for the Arch Road Industrial Park project. These documents are hereby incorporated into this document by this reference. Copies of these documents are available for review at the Stockton Department of Community Development, 345 North El Dorado Street, Stockton.

The City of Stockton has also considered the potential environmental effects of industrial development of the project site in its more recent EIR on the Stockton General Plan (SCH# 88072506). This EIR is also incorporated by this reference and is available for review at the address noted above.

Relevant sections of the foregoing EIRs are summarized in this document where appropriate. Summarization occurs primarily in Section 4.0 of the Supplemental EIR which describes the environmental setting, environmental effects, and mitigation measures associated with the proposed project in each environmental discipline. Following is a list of the documents which are incorporated by reference:

R.C. Fuller Associates. Expanded Initial Study, Arch Road Industrial Park, Units Three and Four. EIR 1-87. January 19, 1987.

R.C. Fuller Associates. Draft Environmental Impact Report, Arch Road Industrial Park, Units Three and Four, EIR 1-87. October 27, 1987.

R.C. Fuller Associates. Arch Road Industrial Park, Units Three and Four, Final Environmental Impact Report. April 18, 1988.

Michael Paoli and Associates. Draft Environmental Impact Report, City of Stockton General Plan Revision and Infrastructure/Public Facilities Master Plans. SCH# 88072506. Prepared for the City of Stockton. August 30, 1989.

Michael Paoli and Associates. Final Environmental Impact Report, City of Stockton General Plan Revision and Infrastructure/Public Facilities Master Plans. SCH# 88072506. Prepared for the City of Stockton. December 6, 1989.

City of Stockton. Findings, Statement of Overriding Considerations and Mitigation Monitoring Program, City of Stockton General Plan Revision and Infrastructure/Public Facilities Master Plans. SCH# 88072506. Adopted by the City Council on January 22, 1990.

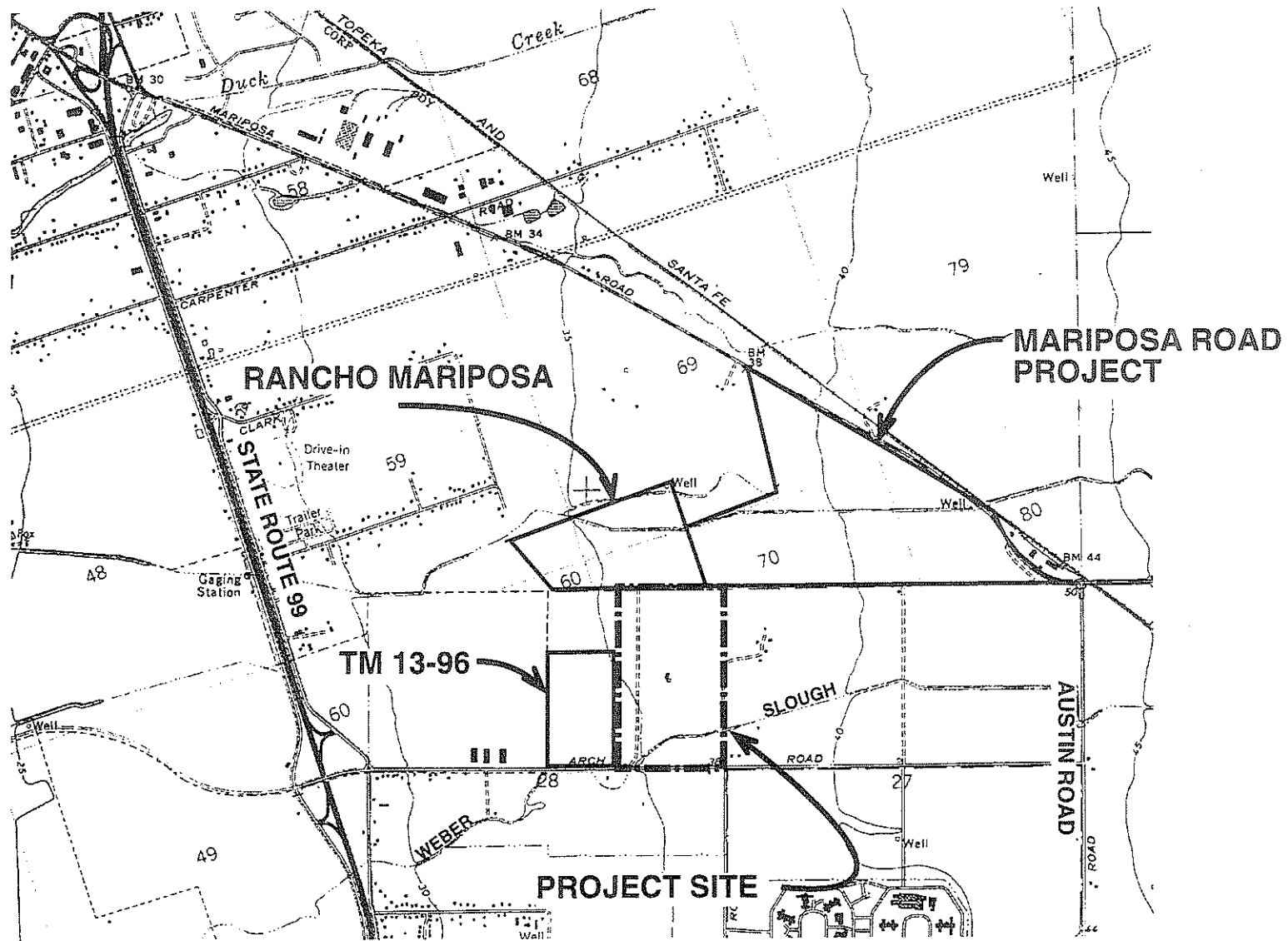
1.3 RELATED PROJECTS

The Arch Road Industrial Park project is a large-scale, ongoing industrial development. The project was initiated with Units One and Two, located immediately northeast of the SR 99/Arch Road interchange. Units One and Two were approved and annexed by the City in the 1980s, and the area has been undergoing development since that time. Substantial portions of the Units One and Two area remain undeveloped. Since approval of the ARIP 3&4 area in 1988, no development has occurred other than the approximately 30-acre expansion of the Kraft Foods facility located to the west of the proposed project site (Figure 5); the remaining 466 acres of the ARIP 3&4 area, including the project site, is undeveloped.

In 1991, the owners of the northern portion of ARIP 3&4 (Fite Development), together with owners of adjoining property to the west (Jacklich, et. al.), applied for re-designation and rezoning of a total of 220 acres for residential development and related commercial, park and school uses. The ARIP 3&4 portion of this project, known as the Mariposa Road project, involved about 150 acres. Approximately 70 acres located west the Mariposa Road site, known as Rancho Mariposa, was also proposed for annexation. The combined project was the subject of Draft and Final EIRs (EIR 5-91) in 1994. However, neither project was approved. The Rancho Mariposa site remained in County jurisdiction, and the previously-approved industrial general plan and zoning designations on the ARIP 3&4 site remained unchanged.

In a subsequent application in 1995, the Rancho Mariposa site was again proposed annexation, this time with an Industrial general plan designation and pre-zoning to M-1 Light Industrial District. The project was the subject of a supplement to the Mariposa Road/Rancho Mariposa EIR (SEIR 5-91/IS 13-95) and was subsequently approved and annexed with the proposed land use designation and zoning. Existing general plan and zoning designations, and the Rancho Mariposa and Mariposa Road project sites are shown on Figure 6.

As noted in the previous section, the ARIP 3&4 owners and proposed project applicants have received City approval of a Tentative Parcel Map (TM 13-96, see Figure 5) to create three lots, totaling 32.9 acres, for industrial development. This approved but unconstructed subdivision is located immediately west of the proposed project site, in the



Scale:

0 2,000 feet

Source: Valley Planning Consultants, 1994; InSite Environmental, 1998
Stockton East 7.5' Quadrangle



INSITE ENVIRONMENTAL

Figure 6
RELATED PROJECTS

extreme southwest corner of the ARIP 3&4 area. An Addendum to the ARIP 3&4 EIR (EIR 1-87/IS 15-97) was prepared for, and considered in conjunction with approval of, TM 13-96. TM 13-96 designates an undevelopable "remainder" lot of 104.2 acres. Subdivision of the "remainder" is the subject of the proposed project.

Preparation of the TM 13-96 site for industrial development will involve improvements which will support development of the proposed 104.2-acre project. These improvements (Figure 8) include:

1. Extension of an existing 24 inch sewer line located near the east end of Marfargoa Drive to the TM 13-96 site. This line has the capacity to serve both projects.
2. Existing water lines will be extended to serve the TM 13-96 site. These lines will be further extended to serve the proposed project.
3. Storm water drainage from TM 13-96 will be temporarily detained on site and metered to existing storm drainage facilities within ARIP Units One and Two. When the proposed storm drainage detention basin for the proposed 104.2-acre development is complete, storm drainage from TM 13-96 will be routed to that facility. Storm drains and/or rights-of-way on both sites will be designed to accommodate interim and ultimate improvements.
4. Other miscellaneous underground utilities will be extended to serve TM 13-96 initially, then extended to serve both projects.
5. TM 13-96 will include construction of an access road which will provide access to TM 13-96 to the west and to the current proposed project to the east.

2.0 SUMMARY

2.1 PROJECT OVERVIEW

The proposed project will subdivide 104.2 acres into three parcels for industrial development and one parcel for development as a stormwater detention pond. The project site is located in southeast Stockton, about three quarters of a mile east of State Highway 99 on the north side of Arch Road, immediately west of Newcastle Road. The project site is currently in use as fallow agricultural land.

The site is a portion of the Arch Road Industrial Park Units Three and Four (ARIP 3&4) which consists of 496 acres located north of Arch Road, south of Mariposa Road and west of Austin Road. An EIR (1-87) was prepared for the ARIP 3&4 project in 1987. The City subsequently certified the EIR, designated the site Industrial in the Stockton General Plan, pre-zoned the site M-1, Light Industrial District, and annexed the site into the City of Stockton.

This Addendum has been prepared to provide CEQA documentation for the current project, to review the adequacy of the previous EIR (EIR 1-87), and to address any potential environmental impacts which may not have been addressed in the previous EIR which may relate to the proposed development. As noted in Section 1.1, the applicant anticipates additional applications for development of the approximately 360 acres remaining in the ARIP 3&4 area. Development approvals for these areas will require the preparation of additional CEQA documentation. This document is focused on the potential environmental effects of the proposed project only.

The proposed parcel will be served with access by a new road constructed by the adjoining approved subdivision (TM 13-96), by an extension of Newcastle Road north along the eastern boundary of the site, and by a new cul-de-sac extending west from the Newcastle Road extension along the northeast boundary of the project site. Streets, sewers, water and storm drainage infrastructure would be constructed by the applicant to conform to adopted master plans and otherwise meet City standards. A storm water detention basin would be constructed adjacent to Weber Slough and Arch Road on proposed parcel 4, in the southern portion of the property, as part of the project's drainage system. The basin would discharge storm water into Weber Slough (Figure 8). In accordance with the Ensign and Buckley (1993) study, 70 feet of right-of-way will be dedicated for future levee construction along Weber Slough. Weber Slough flows diagonally east to west approximately 1,500 feet across the southern portion of the site.

2.2 PROJECT IMPACTS AND MITIGATION MEASURES

This Addendum updates a 1987 EIR (R. C. Fuller and Associates, 1987b, 1988) prepared for the larger ARIP 3&4 project. That project resulted in the annexation, designation and zoning of the site for industrial purposes. The potentially significant impacts of the project and the mitigation measures are listed in Table 1, at the end of this chapter, together with the level to which mitigation measures would reduce impacts. The impacts and mitigation measures described in the previous EIR are summarized in Appendix B.

2.3 GROWTH INDUCEMENT

The previous EIR discussed the project's potential growth-inducing impacts, noting that substantial potential employment generated by industrial development of the ARIP 3&4 site could attract new residents to the Stockton area and lead to indirect increases in housing demand and residential construction. The proposed project partially implements the larger project analyzed in the previous EIR, and would contribute to the identified employment increases. The proposed industrial development would also involve the extension of infrastructure and other urban services which may facilitate additional industrial development of nearby sites designated and zoned for these purposes. Subsequent to approval of the ARIP 3&4 project, however, industrial use of the project site and the ARIP 3 & 4 site as a whole was incorporated into the adopted Stockton General Plan (1990).

2.4 SIGNIFICANT UNAVOIDABLE IMPACTS AND OUTSTANDING PUBLIC POLICY ISSUES

This Addendum identifies the significant environmental effects of the project and mitigation measures proposed to minimize these effects. In most cases, mitigation measures proposed in this Addendum, and in the previous EIR, would be effective in substantially reducing potential environmental effects, or reducing effects to less than significant. Adoption of these mitigation measures as conditions of project approval would resolve these issues.

Issues raised by the project which are not resolved by mitigation measures, which are not necessarily environmental effects, or which may require consideration by the City decision-makers before resolution can be attained are listed below:

- The project would contribute to the cumulative development of the Stockton General Plan area, which was acknowledged in the General Plan EIR to contribute to significant and unavoidable energy consumption.
- The project would involve conversion of agricultural land which is a significant and unavoidable impact. This impact was also acknowledged in the General Plan EIR in conjunction with the application of industrial land use designations.
- Notwithstanding the mitigation measures recommend in this Addendum, the project would contribute to cumulative, regional exceedence of state and federal ozone standards. The General Plan EIR also acknowledged that this would be a significant and unavoidable impact of General Plan adoption and ensuing urban development.
- The project would contribute to regional reductions in habitat for the Swainson's hawk and other wildlife species. While the General Plan EIR acknowledged that such losses would be significant and unavoidable, the City has adopted a habitat fee program and has participated in the development of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Development participation in these programs will reduce potential impacts to less than significant.

Each of the significant environmental impacts described above was considered by the Stockton City Council during hearings regarding the adoption of the Stockton General Plan and was the subject of a Statement of Overriding Considerations adopted by the City.

2.5 CUMULATIVE EFFECTS

Cumulative environmental effects under CEQA can be evaluated on the basis of a list of past, present and reasonably anticipated future projects, or a "summary of projections" contained in an adopted general plan or related planning document. The cumulative scenario for the proposed project, discussed in Chapter 7.0, is based on buildout of the adopted Stockton General Plan (1990).

The environmental impacts of the General Plan as analyzed in the Final EIR (SCH# 88072506, Michael Paoli and Associates, 1990) are summarized below. Within the overall cumulative impact analysis, the potential impacts of the proposed 104.2-acre industrial development project are addressed. The General Plan EIR documents are hereby incorporated by reference and are available for review at the Stockton Department of Community Development, 345 North El Dorado Street.

The General Plan, approved in 1990, provides designated sites which would allow construction of approximately 61,000 new housing units accommodating 157,600 new residents, most of which would be located on previously undeveloped land ("future growth areas"). The future growth areas comprise 9,516 acres, of which 7,173 acres (75 percent) were dedicated for low/medium density residences, 4.9 percent for high density residences, 1.7 percent for administrative professional offices, 3.3 percent for commercial areas, 5.4 percent for industrial areas, 5.9 percent for educational/institutional uses and 3.4 percent for parks and recreation uses.

The EIR for the General Plan considered the environmental effects of this potential development within the approximately 100-square mile Planning Area; the project site, designated in the General Plan for light industrial uses, was included in the analysis area and the overall development tally. The significant and unavoidable cumulative impacts of buildout of the adopted general plan are summarized as follows:

- Conversion of about 9,000 acres of agricultural land to urban uses; approximately one-half of this land is considered to be prime farmland

- Conflicts between agricultural and urban uses

- Loss of habitat for plant and animal species, including special status species

- Capacity deficiencies (LOS "E" or "F") on a number of I-5 and SR-99 freeway segments and surface streets.

- Worsening of local and regional air quality problems

- Damage and casualties from a major earthquake affecting the Stockton area

- The consumption of substantial amounts of non-renewable energy resources

- Accidents related to the transport and storage of hazardous materials

Loss of rural pastoral view for those living on the urban fringe

Lack of affordable housing, and lack of accessibility to housing for the elderly, minorities, handicapped and others with special needs

Potential inadequate supply of surface water to serve long-term projected growth

These impacts were accepted by the City Council, and a Statement of Overriding Considerations for these impacts was adopted when the General Plan was adopted.

2.6 SUMMARY OF ALTERNATIVES

The previous EIR considered four alternatives, including No Project, Alternative Industrial Development, Alternative Land Uses and Alternative Locations. The approval of the Arch Road Industrial Park project made these alternatives moot. Current alternatives to the proposed project are discussed in Section 7.0 and include the no project alternative, alternative sites and design variations on the proposed project.

The no project alternative, or denial of the proposed subdivision request, would temporarily avoid impacts, but industrial development would remain possible under existing general plan and zoning designations. This alternative would delay industrial development, and the potential environmental effects described in this EIR; nonetheless, it is the environmentally superior alternative. This alternative would not achieve project objectives.

The design alternative would involve site or other designs for the project which have the potential to avoid or substantially reduce potential environmental impacts. However, there are few design options for the project, potential environmental impacts are not design-dependent, and the principal environmental resources of the site would be protected through mitigation measures. As a result, no design alternatives have been identified which would substantially reduce or avoid significant environmental effects.

The alternative sites alternative would involve development of an approximately 100-acre industrial site elsewhere within other portions of the Arch Road Industrial Park which are owned or controlled by the applicant. This alternative 100 acres would involve essentially the same impacts as the proposed project and may temporarily avoid the need to relocate Weber Slough. This alternative would involve additional infrastructure extension and may be considered leap-frog development.

2.7 MITIGATION MONITORING AND REPORTING PROGRAM

Findings were adopted for EIR 1-87 and the Arch Road Industrial Park Units Three and Four project in conjunction with approval of the project in 1989. Pursuant to California Public Resources Code Section 21081.6 and City of Stockton requirements, a mitigation monitoring and reporting program and findings for the current project will be prepared under separate cover. The information on which this plan will be based is described in detail in Chapter 4.0 of this document. These documents will be considered by the

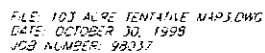


Figure 7
TENTATIVE PARCEL MAP

Stockton Planning Commission in conjunction with and prior to approval of the proposed Tentative Map application.

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
4.1 GEOLOGY AND SOILS			
The project would involve exposure to seismic risks and expansive soils.	PS	<ol style="list-style-type: none"> 1. The owners, developers, and successors-in-interest shall retain a registered civil engineer or certified engineering geologist to prepare a soils report for each development site in order to identify soil expansivity, settlement or other constraints and identify suitable site preparation and/or foundation specifications. 2. Site improvements and foundation designs shall conform to the recommendations of the soils report. 3. The owners, developers, and successors-in-interest shall place all fill materials in accordance with the specifications of a registered civil engineer or certified engineering geologist. 4. The owners, developers, and successors-in-interest shall be responsible for compliance with City of Stockton storm water pollution prevention regulations as described in Section 4.2, Hydrology and Water Quality. 	LS
4.2 HYDROLOGY AND WATER QUALITY			
The project would involve physical disturbance of Weber Slough, exposure to flooding, and potential water quality effects related to urban runoff.	S	<ol style="list-style-type: none"> 1. The proposed Weber Slough crossing shall be designed to accommodate anticipated flows in the slough, to the satisfaction of permitting agencies with jurisdiction. The design shall and/or specifications shall include adequate provision for revegetation in order to prevent erosion, consistent with any biological resource specifications in Section 4.3. 2. The owners, developers, and successors-in-interest shall obtain required permits for the Weber Slough crossing from the Army Corps of Engineers, State Reclamation Board, the California Department of Fish and Game, the San Joaquin County Flood Control and Water Conservation District, and other agencies with jurisdiction. 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<p>3. The owners, developers and/or successors-in-interest shall comply with the provisions of the City of Stockton Grading and Erosion Control Ordinance, the California General Construction Activity Storm Water Permit and State Water Resources Control Board Order Number 92-08-DWQ. These requirements include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and submittal of an NOI to the RWQCB. The SWPPP must identify responsible parties, pollutant sources, proposed storm water pollution controls and monitoring. If monitoring pursuant to the SWPPP identifies pollution concerns, remediation is required.</p> <p>4. The owners, developers and/or successors-in-interest shall comply with applicable City ordinances and the California General Permit for Industrial Activity for operation of industrial facilities at the site. For non-exempt industrial activities, compliance will require submittal of an NOI and preparation of a SWPPP pursuant to the general permit requirements, or acquisition of an individual NPDES permit. Permit requirements may vary with the type of industry proposed.</p> <p>5. The owners, developers and/or successors-in-interest shall comply with the industrial discharge requirements of Chapter 7 of the Stockton Municipal Code governing discharges to the sanitary sewer system.</p> <p>6. The owners, developers and/or successors-in-interest shall comply with applicable requirements of the Stockton Flood Damage Prevention Ordinance.</p> <p>7. The owners, developers and/or successors-in-interest shall dedicate right-of-way along Weber Slough to the agency with jurisdiction over the slough, as prescribed in the Ensign and Buckley (1993) study.</p>	

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
4.3 VEGETATION AND WILDLIFE			
The project would involve potential effects on Swainson's hawk nesting and foraging habitat. The proposed realignment of Weber Slough would involve potential effects on wetlands.	S	<ol style="list-style-type: none"> 1. Preconstruction surveys shall be conducted by a qualified raptor biologist for nesting Swainson's hawks on their respective project site and on adjacent lands within 500 feet of the project site boundaries if construction is scheduled to occur during the breeding season (March through August). If nesting Swainson's hawks are found nesting within the areas surveyed, the raptor biologist will determine the appropriate setbacks on the project site within which construction will be prohibited until after the conclusion of the breeding season. 2. The property owners and/or developers of the project site shall mitigate for the elimination of existing and/or potential foraging habitat for Swainson's Hawks (a "threatened" species under the California Endangered Species Act) from the project site and for their proportionate contribution to the cumulative loss of open space and/or agricultural lands which provide significant habitat values for multiple species of wildlife within the Stockton Planning Area by implementing any one or a combination of the following measures: <ol style="list-style-type: none"> a. The property owners and/or developers of the project site shall pay the applicable City of Stockton "Habitat/Open Space Conservation Fee" (per Ordinance No. 029-94) prior to the issuance of any building permit for the parcel area to be developed. In the event that, prior to approving any discretionary entitlements for the project, the City of Stockton adopts and implements a comprehensive San Joaquin County multi-species habitat conservation and open space program (SJMSCP) which supersedes the City's existing habitat fee program, the issuance of any applicable building permits following the effective date of the SJMSCP shall be subject to the payment of applicable fees in compliance with the provisions of the SJMSCP. The habitat compensation fees shall be adequate for the acquisition, enhancement, long-term management, and monitoring of replacement habitat lands; and/or 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> b. The property owners and/or developers shall retain a qualified wildlife biologist, subject to City approval, who shall conduct a biological site assessment for the project site and prepare a habitat compensation plan and a related mitigation/management agreement which insures a no-net-loss of habitat value. A suitable quantity and quality of on-site and/or off-site replacement habitat shall be identified, retained, enhanced or restored, and preserved in perpetuity through the recordation of a conservation easement for said replacement habitat site. The habitat compensation plan and agreement shall identify the location, type, and extent of replacement habitat, any enhancement and management measures required, and establish a financing mechanism to facilitate the long-term maintenance and monitoring of the replacement habitat. The biological assessment, habitat compensation plan, mitigation/ management agreement, and conservation easement must be reviewed and approved by the City prior to the issuance of any construction permit or to the initiation of site improvements, whichever occurs first; and/or c. The property owner and/or developers shall enter into a habitat mitigation/management agreement with the California Department of Fish and Game (CDFG) to insure a no-net-loss of habitat value. A copy of the fully executed agreement with CDFG shall be submitted to the Stockton Community Development Department prior to the issuance of any construction permit or to the initiation of site improvements, whichever occurs first. 	
		<ul style="list-style-type: none"> 3. Obtain required approvals for bridge widening and construction across Weber Slough from the California Department of Fish and Game, Army Corps of Engineers, State Reclamation Board, San Joaquin County Flood Control and Water Conservation District, and the Regional Water Quality Control Board, as required. 	

S=Significant, CS=Cumulatively Significant, PS=Potentially Significant, LS=Less than Significant, SOC Adopted=Statement of Overriding Considerations previously adopted.

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<p>4. Prior to initiation of site grading or other construction activities, the owners, developers and/or successors-in-interest shall retain a qualified biologist to conduct preconstruction surveys for burrowing owl nesting on the project site, and on adjacent lands within 500 feet of the project site boundaries, if construction is scheduled to occur during the breeding season (March through August). If burrowing owl nesting is occurring within the areas surveyed, the biologist will, in consultation with CDFG, determine appropriate seasonal construction restrictions which should apply until after the conclusion of the breeding season.</p> <p>5. The owners, developers and/or successors-in-interest shall avoid the Weber Slough corridor during construction, except as specifically authorized and permitted by ACOE and CDFG. In order to minimize potential impacts to giant garter snake and its potential habitat, construction within the channel and 100 foot buffer areas outside each edge of Weber Slough shall occur only between April 1 and October 31, unless specifically authorized by the US Fish and Wildlife Service (USFWS). In the event that USFWS authorizes work within or near Weber Slough outside the April 1 through October 31 work window, it may be necessary to conduct preconstruction surveys and/or construction monitoring for giant garter snake.</p>	

4.4 CLIMATE AND AIR QUALITY

The project would involve construction emissions and additional vehicular emissions with adverse effects on ambient air quality standards for ozone and particulate matter.

PS

1. During construction, the owners, developers, and/or successors-in-interest will comply with San Joaquin Valley Unified Air Pollution Control District Regulation VIII (Fugitive Dust Rules).
2. The owners, developers, and/or successors-in-interest shall implement the following dust control practices during construction:

CS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> a. All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. b. All clearing, grading, earth moving or excavation activities shall cease during periods of high winds greater than 20 mph averaged over one hour. c. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, earth moving or excavation activities shall be minimized at all times. e. During construction, streets shall be kept free of dust and dirt. All vehicles leaving the work site shall be cleaned to prevent dirt and mud from reaching adjacent streets. f. All internal combustion engines associated with construction shall be maintained and properly tuned. 	
		<ol style="list-style-type: none"> 3. After clearing, grading, earth moving, or excavation operations, the owners, developers, and/or successors-in-interest shall implement the following fugitive dust control methods <ol style="list-style-type: none"> a. All soil on inactive portions of the construction site shall be seeded and watered until grass growth is evident. b. All soil on active portions of the site shall be sufficiently watered to prevent excessive amounts of dust. 4. At all times, the owners, developers, and/or successors-in-interest shall implement the following fugitive dust emission control procedures: 	

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> a. On-site vehicle speed shall be limited to 15 mph. b. All areas with vehicle traffic shall be watered periodically for stabilization of dust emissions. c. Petroleum-based dust palliatives shall meet the road oil requirements of San Joaquin Valley Unified APCD's Rule 4341, Cutback, Slow Cure, Emulsified Asphalt Paving and Maintenance Operations. d. During construction, streets shall be kept free of dust and dirt. All vehicles leaving the work site shall be cleaned to prevent dirt and mud from reaching adjacent streets. 	
		5. All internal combustion engines associated with construction shall be maintained and properly tuned.	
		6. The owners, developers, and/or successors-in-interest shall design buildings on site to achieve energy efficiency in excess of Title 24 requirements. This shall be achieved through automated control systems for heating and air conditioning, energy-efficient lighting controls and lighting, and light-colored roof materials to reflect heat.	
		7. The owners, developers and/or successors-in-interest shall provide bicycle racks and employee showering facilities on the project site to encourage alternative transportation.	
		8. The owners, developers and/or successors-in-interest shall provide space for a bus stop on the project site for future dedication to SMART if a transit route is extended to the site. The dedication and standard transit improvements (bus pullout, bench, and shelter) shall be provided at the expense of the owners, developers, and/or successors-in-interest when needed.	
		9. The owners, developers and/or successors-in-interest shall pay the adopted City of Stockton Air Quality Mitigation Fee in conjunction with or prior to the issuance of building permits.	

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		10. The owners, developers and/or successors-in-interest of future industrial projects on the site shall comply with SJVUAPCD Rules, including Rule 2201 if stationary sources are proposed.	
4.5 NOISE			
The project would involve potential construction noise impacts on nearby residences.	PS/CS	<ol style="list-style-type: none"> 1. Temporary noise impacts resulting from project construction shall be minimized by restricting hours of operation by noise-generating equipment to 7:00 a.m. to 10 p.m., Monday through Friday, and to 7:00 a.m. to 6:00 p.m. on Saturday and Sunday, when such equipment is to be used near noise-sensitive land uses. 2. All heavy equipment used on the site shall be fitted with mufflers which meet State noise control standards. Residential type mufflers shall be required where applicable. 3. Minimize the duration of heavy equipment operation near adjoining residences. No heavy equipment shall be operated in the vicinity of residences (i.e. within 1,000 feet) between 8:00 p.m. and 7:00 a.m. 	LS
4.6 LAND USE			
The project conforms to existing general plan and zoning designations but would involve loss of approximately 104 acres of agricultural land.	Significant, for agricultural land losses.	None available	
4.7 POPULATION AND HOUSING			
The project would not involve significant population or housing effects.	LS	None required	
4.8 TRAFFIC AND CIRCULATION			
The project would involve traffic increases and need for transportation improvements.	PS	<ol style="list-style-type: none"> 1. The owners, developers and successors-in-interest shall be responsible for 100% of the design and construction of subdivision roads, as shown on the Tentative Map, and as identified in this document. 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> The owners, developers and successors-in-interest shall be responsible for 100% of the design and construction costs for roadway widening and frontage improvements to Arch Road as specified in the Arch/Sperry Specific Road Plan, adjacent to the tentative map project area, and as identified in this document. In addition to these required roadway improvements adjacent to the site, the owners, developers and/or successors-in-interest shall be responsible for all interim improvements necessary to provide for adequate roadway transition to match the existing pavement. The owners, developers, and/or successors-in-interest shall be responsible for their proportionate share, based on traffic loadings, of traffic improvements shown in Table 11 of the Addendum and described in detail in Appendix E, the Arch Road Industrial Site Traffic Impact Analysis (CCS, 1997). The owners, developers, and/or successors-in-interest (ODS) shall be responsible for the design and construction of the said traffic improvements, interim and/or ultimate, which the City, Caltrans or other agencies, in their discretion, determines are required to be completed in conjunction with the proposed project. The ODS may be entitled to fee credits or reimbursement as provided in applicable ordinances. 	
4.9 PUBLIC SERVICES			
4.9.1 Water Supply			
The project would result in increases in water consumption and need for expansion of the City water system.	PS	<ol style="list-style-type: none"> The owners, developer and/or successors-in-interest shall pay all applicable connection fees and/or capital improvement fees required by City ordinance to fund the necessary improvements to the domestic water supply. The owners, developer and/or successors-in-interest shall comply with plumbing, metering and other water conservation measures in effect, including the 16 Best Management Practices included in the City's Urban Water Management Plan, 1995 Update. 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> 3. The owners, developers, and/or successors-in-interest shall prepare a water master plan for review and approval by the Director of Municipal Utilities and the City Engineer. 4. The owners, developers and successors-in-interest shall provide an engineering analysis, acceptable to the Director of Municipal Utilities and the City Engineer, that demonstrates that the water system improvements to be constructed in conjunction with the project are sufficient to meet the following standards, with a given system pressure of 45 PSI at the point of connection to the City water system: <ol style="list-style-type: none"> a. Provide at least 40 PSI pressure at any location during the period of peak hour demand, and b. Provide at least 20 PSI pressure at any location during the period of Maximum Day demand combined with a fire flow of 3500 GPM out of any fire hydrant in the subdivision. 5. The owners, developers, and/or successors-in-interest shall construct all on-site water distribution facilities in accordance with the approved improvement plan and shall provide necessary easements for the facilities. 	
4.9.2 Storm Drainage			
The project would increase storm runoff and require development of new storm drains and detention facilities.	PS	<ol style="list-style-type: none"> 1. The owners, developers and/or successors-in-interest shall construct on-site storm water collection systems and a storm water detention basin and pump station in accordance with adopted Master Plans and approved improvement plans, subject to review and approval by the Department of Municipal Utilities and the City Engineer. 2. The owners, developers and/or successors-in-interest shall obtain all applicable local, state, and federal permits for discharge to Weber Slough. 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		3. The storm water detention basin is required to be maintained by either a private or public Storm Basin Maintenance District. Each parcel within the District shall pay their proportionate share of the maintenance cost.	
4.9.3 Wastewater Facilities			
The project would increase demands on City sewage treatment facilities and require extension of sewer trunk lines.	PS	<ol style="list-style-type: none"> 1. The owners, developers and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable Sewer Connection Fees required for improvements to the Stockton Regional Wastewater Control Facilities. 2. The owners, developers and/or successors-in-interest shall prepare a master sanitary sewer plan for review and approval by the Director of Municipal Utilities and the City Engineer. 3. The owners, developers and/or successors-in-interest shall construct on-site wastewater collection facilities, and provide all necessary easements for the facilities consistent with the approved sanitary sewer master plan. 4. The owners, developers and/or successors-in-interest shall obtain and dedicate all the necessary easements for the sanitary sewer line outside the project site connecting to the existing 24-inch sewer line. 	LS
4.9.4 Solid Waste			
The project would increase solid waste generation, but adequate infrastructure is in place to accommodate increases.	LS	None required	
4.9.5 Fire Protection			
The project would increase demands for fire protection.	PS	<ol style="list-style-type: none"> 1. The owners, developers and/or successors-in-interest shall provide all structures with sprinkling systems. 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> The owners, developers, and/or successors-in-interest shall design the proposed water supply system for the project system to the standards of the Uniform Fire Code, as most recently adopted by the City of Stockton, including applicable specifications for system flow, pressure and hydrant location and spacing. The owners, developers, and/or successors-in-interest shall provide all-weather access to and around all structures and combustible construction as required by the Uniform Fire Code, as most recently adopted by the City of Stockton. The owners, developers and/or successors-in-interest shall pay applicable Public Facility Fees for fire stations and equipment. The proposed subdivision maps and improvement plans shall be provided to the Fire Department for emergency access review. 	
4.9.6 Police Service			
The project would increase demands for police services.	PS	<ol style="list-style-type: none"> The owners, developers, and/or successors-in-interest shall contact the Police Department's Crime Prevention Unit prior to the construction phase of development. This unit will provide recommendations for access routes, lighting, fencing, and other crime prevention measures. The owners, developers, and/or successors-in-interest shall pay Public Facility Fees prior to issuance of construction permits to defray capital facilities costs associated with expanding law enforcement services. The owners, developers, and/or successors-in-interest shall fence and patrol contractors' storage yards during the construction phases of the new development to prevent theft and vandalism, and to reduce calls for assistance from the Police Department. 	LS

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
4.9.7 Schools			
The project would not involve substantial effects on schools.	LS	None required	
4.9.8 Other Utilities			
The project would require extension of utilities but project needs can be accommodated by existing systems.	LS	None required	
4.10 VISUAL AND AESTHETIC RESOURCES			
The project would involve industrial development of the site and addition of new lighting.	PS	<ol style="list-style-type: none"> 1. The project will be designed so as to minimize the change in character. Structures will be designed to be aesthetically attractive and landscaping will be provided which includes native compatible, drought resistant species. Natural vegetation will be retained in the North Little John Creek corridor. 2. Industrial site lighting should be directed downward and toward the buildings to eliminate excessive glare and illumination. 	LS
4.11 ENERGY			
The project would contribute to increased energy use city-wide.	CS	None Available	
4.12 ARCHAEOLOGY AND HISTORY			
The project would not affect any known cultural resources. Project construction may disturb undiscovered subsurface resources.	PS	<ol style="list-style-type: none"> 1. If subsurface cultural resources are encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials and make a determination of their significance. The City of Stockton Community Development Department shall be notified, and the owners, developers and/or successors-in-interest shall be responsible for mitigation of any significant cultural resources pursuant to CEQA Appendix K. 	LS

S=Significant, CS=Cumulatively Significant, PS=Potentially Significant, LS=Less than Significant, SOC Adopted=Statement of Overriding Considerations previously adopted.

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Community Development Department shall be notified immediately. The Coroner must contact the Native American Heritage Commission. At the same time, a qualified archaeologist must be contacted to evaluate the archaeological implications of the finds. Appendix K of CEQA details steps to be taken when human remains are found to be of native American origin. 	
4.13 HAZARDOUS MATERIALS			
There are no known hazardous materials sites in the project vicinity. Future uses of the site could involve hazardous materials.	PS	<ol style="list-style-type: none"> The owners, developers and successors-in-interest will provide and maintain safe and adequate storage facilities for all hazardous materials. The owners, developers and successors-in-interest will comply with all federal, state and local hazardous materials and waste regulations. 	LS
4.14 AIRPORT SAFETY CONSIDERATIONS			
The project is located with airport safety zones. Tall structures, or storm water detention facilities which attract waterfowl, could involve conflicts with airport operations.	PS	<ol style="list-style-type: none"> A safety easement shall be developed to restrict any future tenants from creating interference with the Airport's radio channels and navigation facilities. The easement should also preclude the use of reflective building materials, and require all outdoor lighting to be directed downward and shielded from view from adjoining properties. The owners, developers and/or successors-in-interest shall complete FAA form 7460-1 and submit it to the FAA, with a copy sent to the City of Stockton Building Department, at least 30 days before applying for each building permit. 	LS

S=Significant, CS=Cumulatively Significant, PS=Potentially Significant, LS=Less than Significant, SOC Adopted=Statement of Overriding Considerations previously adopted.

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation
		<ol style="list-style-type: none"> 3. The owners, developers and/or successors-in-interest shall design and maintain the storm water detention basin so as to deny food, water and roosting areas to wildlife. Design and maintenance plans shall be developed in consultation with the Stockton Metropolitan Airport during stormwater detention pond siting and design to ensure that the pond does not create a safety hazard for pilots. 4. The owners, developers and/or successors-in-interest shall record a Deed of Avigation and Hazard Easement. This easement would grant San Joaquin County a perpetual, assignable easement permitting overflight of the property by aircraft, together with any inherent noise or other emissions which are inherent in the operation of aircraft. This easement shall be recorded as a deed restriction flowing in perpetuity to all successor property owners. 5. Reflective roof coverings which could attract birds, or that could pose a potential hazard to aircraft shall be prohibited. 	

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The City of Stockton is located in the northern portion of the San Joaquin Valley (Figure 1) and is the geographic center of San Joaquin County. The project site is located in southeast Stockton, about three quarters of a mile east of State Highway 99, on the north side of Arch Road, west of Newcastle Road (Figure 2). The site is bounded on the southwest by agricultural land proposed for industrial development; on the northwest by existing industrial facilities (Kraft Foods); on the north by agricultural land; on the east by agricultural land and two farmsteads; and on the south by Arch Road. The Northern California Women's Facility and Northern California Youth Center are located south of Arch Road and east of Newcastle Road, within the jurisdiction of San Joaquin County.

The proposed project site is a portion of the 496-acre Arch Road Industrial Park Units Three and Four (ARIP 3&4). As described in Chapter 1.0, the ARIP 3&4 project was approved in 1988 and resulted in the annexation of the project site and its designation for industrial development (Figures 3 and 4). The project site is one and the same land as the "Designated Remainder" parcel shown on the approved Tentative Parcel Map TM 13-96, as discussed in Section 1.3 (Figure 5).

The project site is Assessors Parcel Number 181-110-09 and is located within portions of Section 28, Township 1 North, Range 7 East, Mount Diablo Base and Meridian. The project is located on the U. S. Geological Survey Stockton East 7.5 minute quadrangle (Figure 2).

Weber Slough, a tributary to French Camp Slough and the San Joaquin River, flows diagonally east to west for approximately 1,500 feet across the southern portion of the project site (Figure 5 and 7).

3.2 PROJECT OBJECTIVES

The objective of the proposed project is to create three parcels of 61.4, 32.1 and 5.8 acres which can be developed and leased to industrial tenants, or made available for sale, for development of industrial land uses, consistent with the existing M-1 Light Industrial District zoning. An additional parcel of 5.0 acres would be created for development of a stormwater detention basin. Details of the proposed project are discussed in the following section.

The proposed project is a portion of a larger project known as Arch Road Industrial Park Units 3&4 (ARIP 3&4). The ARIP 3&4 project, other proposals for development within the ARIP 3&4 area, and related utility and infrastructure improvements are described in Chapter 1.0 of this document, including Figures 3 through 6.

3.3 PROJECT CHARACTERISTICS

The applicant, Buzz Oates Enterprises, has submitted a Tentative Parcel Map application to the City of Stockton (City File No. TM 11-98) to create three parcels of 61.4, 32.1 and 5.8. acres for industrial development purposes and one parcel of 5.0 acres as a site for stormwater detention basin. The proposed project includes the provision of infrastructure necessary to support industrial development including extension of Newcastle Road north along the eastern project boundary and other streets; the dedication of right-of-way for future levee construction along Weber Slough; the extension of water, sewer and other utilities; and the construction of a storm water detention basin and pump station on Parcel 4. The proposed Tentative Parcel Map and infrastructure improvements are shown on Figures 7 and 8a, b and c.

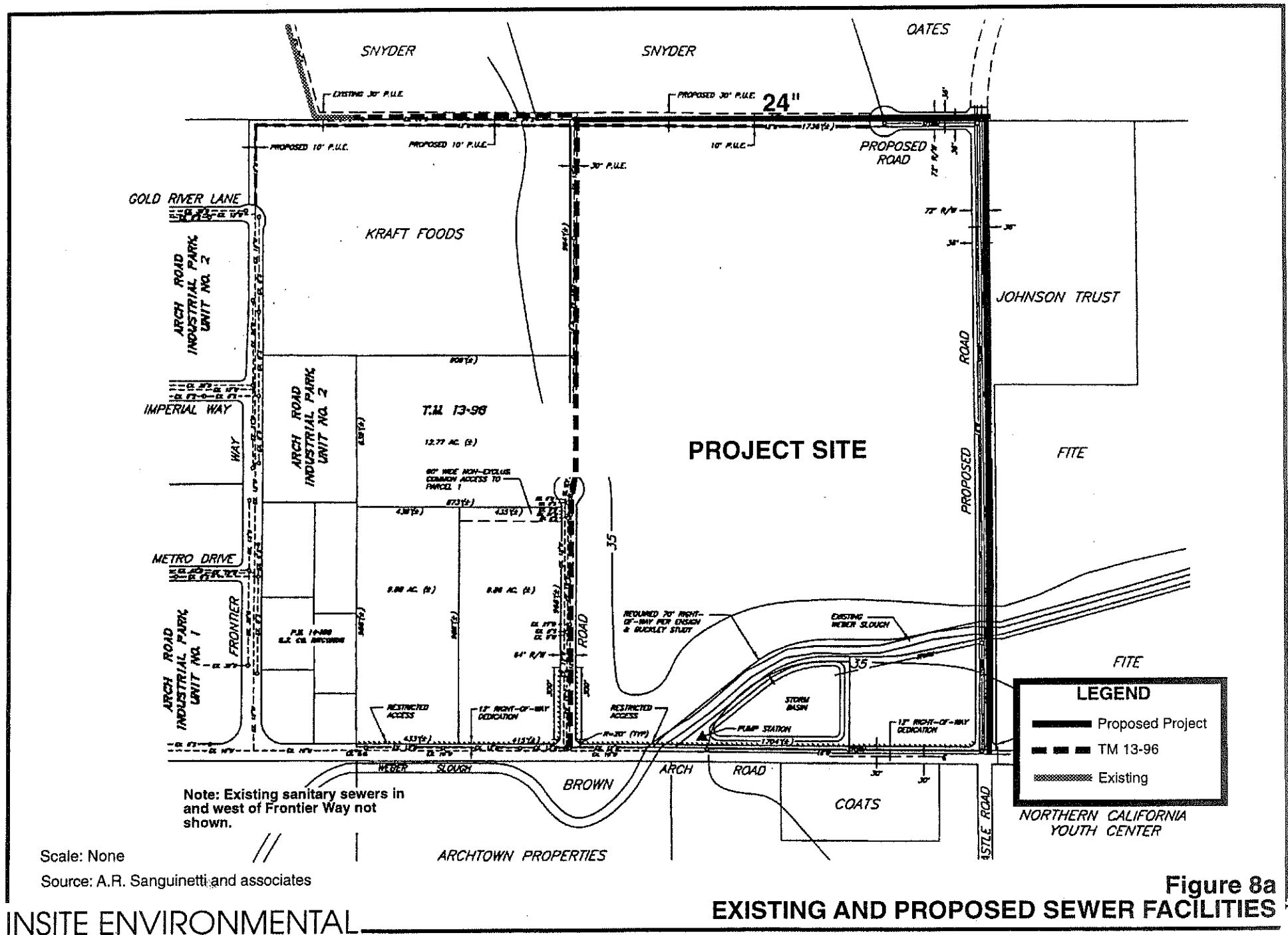
The type, size and configuration of future industrial uses on the project site is undetermined. Under existing general plan and zoning limitations, a maximum of about 2.7 million, or 2,724,400 square feet of industrial development could be constructed. This is based on a maximum Floor Area Ratio of 0.6.

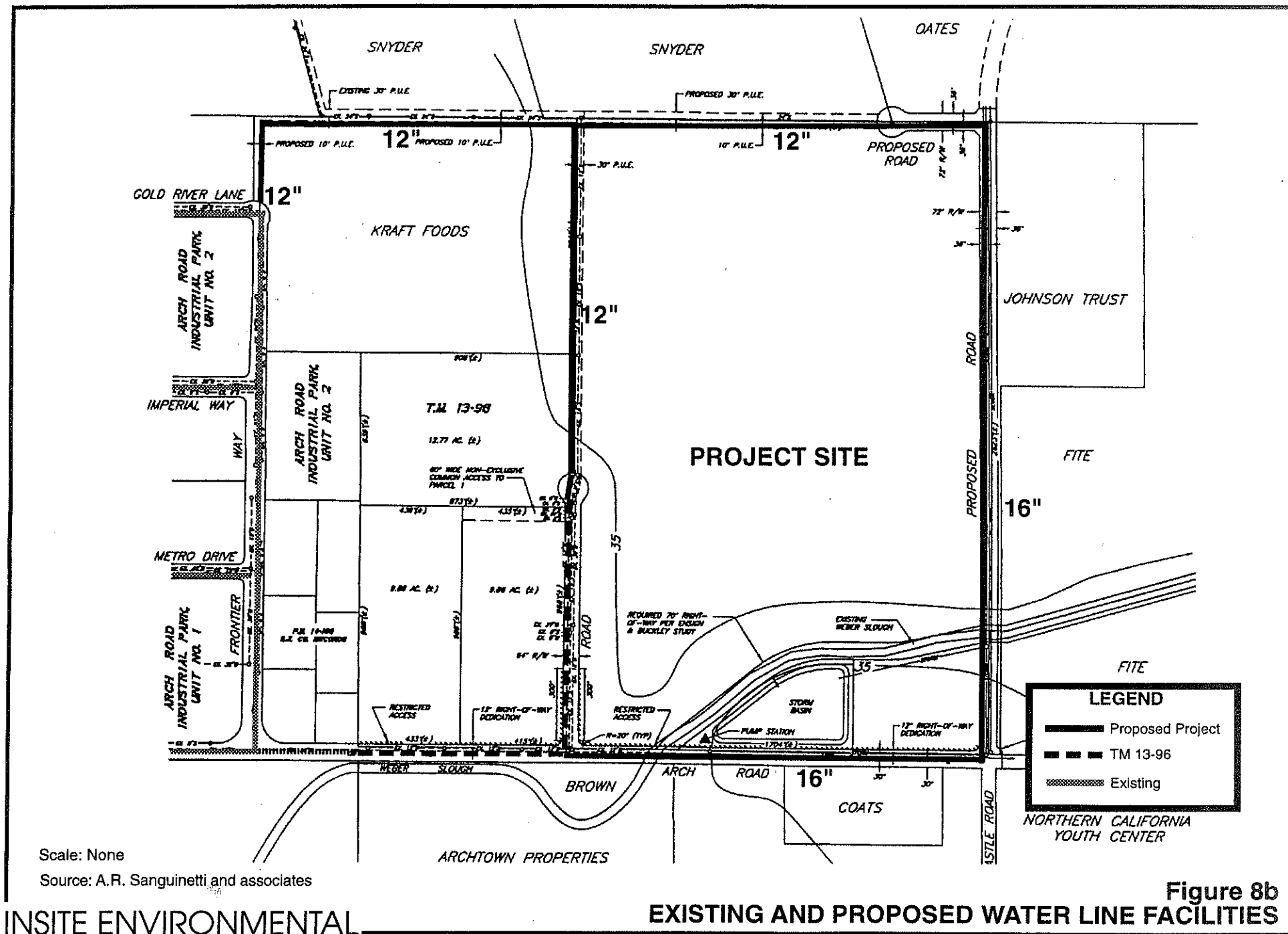
The applicant has indicated that future industrial development of parcels created by this project may be designed to accommodate multiple users, depending on demand. Additional applications for discretionary approvals from the City may be required if this is the case. Site development accounted for in this document, however, is assumed to proceed as allowed for the proposed parcels by the City's existing Light Industrial District zoning standards (City of Stockton, Planning and Zoning Code, Chapter XVI, Sec. 16-060). Future development of the site would be subject to parking, landscaping and other applicable regulations of the District.

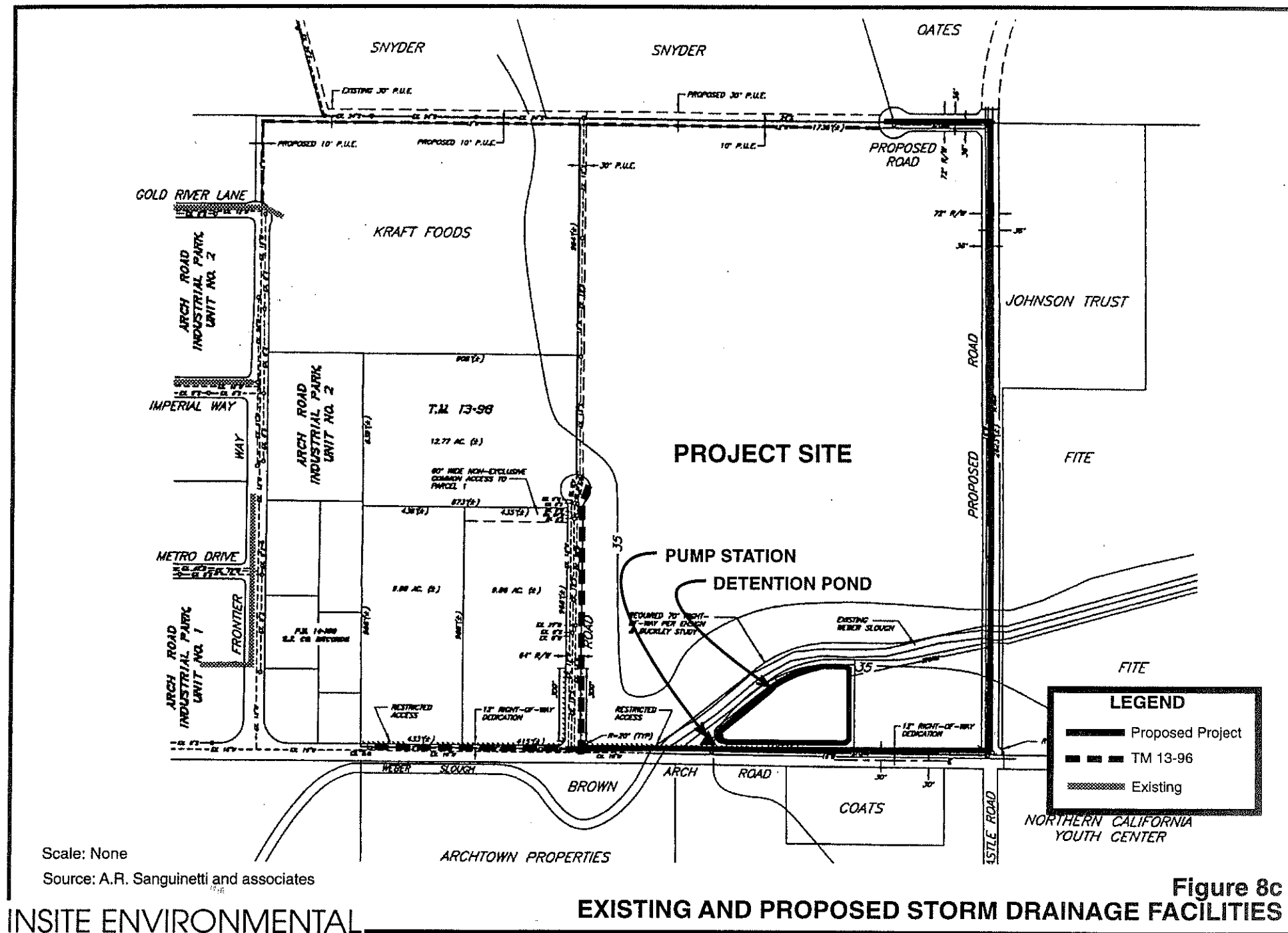
The proposed parcels will be accessed from a proposed road to be constructed in conjunction with adjoining Parcel Map TM 13-96 (see Figure 5 and Section 1.3), and by the proposed extension of Newcastle Road north from Arch Road about 2,640 feet along the east boundary of the project site. The proposed extension will be constructed to City standards and located within a 72-foot right-of-way. A new 500-foot long cul-de-sac road will be constructed west from the Newcastle Road extension along the northern boundary of the project site. This cul-de-sac will provide access to the northern portions of the project site and to an existing land-locked parcel located north of the project site. Both of the proposed roads will be two lanes and constructed to the specifications shown in the typical section, Figure 9. Additional roadway right-of-way will be required to accommodate appropriate intersection flares as identified as mitigation measures.

The proposed extension of Newcastle Road will require construction of a new bridge structure crossing of Weber Slough to accommodate the proposed roadway. Currently, Weber Slough crosses the Newcastle Road extension alignment (an existing unpaved road) in three concrete pipes. The proposed structure would be designed to minimize impacts on the channel area, provide required clearance for 100-year flood flows and otherwise meet applicable City and San Joaquin County Flood Control District standards.

Project development will also involve the improvement and widening of the project frontage on Arch Road to the specifications of the Arch/Sperry Specific Road Plan. Improvements in the project vicinity will include a four-lane road with a 22-foot raised median, designed to accommodate cumulative future traffic impacts in the project area.







These improvements will also require the widening of the existing Arch Road bridge over Weber Slough.

The project will require the installation of water, wastewater collection and storm drainage utilities. These utilities would be constructed to City standards by the applicant in conjunction with other subdivision improvements. Ongoing services would be provided by the City. Proposed utilities would be located within existing or proposed City streets or public utility easements and would provide service to all proposed parcels.

The applicant's development plans propose extension of a new 16-inch water main east along Arch Road from an existing 16-inch main to be extended to the southwest corner of the site in conjunction with TM 13-96. This line would be extended along the project frontage on Arch Road, then north along full length of the Newcastle Road extension, and then west along the east-west cul-de-sac. These lines would be extended further west across the north line of the Kraft Foods site, then south to an existing 16-inch water main located within Units One and Two. An additional loop would be formed by extending a line south along the west line of the site to the 12-inch line which would be extended north from Arch Road in conjunction with the adjoining Parcel Map (TM 13-96) (Figure 8b).

The project would involve the collection of sewage generated from the project site to an existing 24-inch sewer line located north of Kraft Foods. This line would be extended to the northwest corner of the site, and south along the west line of the project site to serve TM 13-96. The western portion of the proposed site would have access to this line. The 24-inch line would be extended east along the north line of the site, then south along the Newcastle Road extension to serve the eastern portion of the site. The 24-inch sewer line is sized to accommodate the proposed development, connects to the regional sewage collection system and discharges to the City's regional wastewater treatment plant (Figure 8a).

Storm drainage from the project site would be collected in a series of storm drains located within proposed access roads. Storm drainage would be conducted to a proposed 5.0-acre detention basin located adjacent to and east of the Weber Slough undercrossing of Arch Road. The proposed detention basin would have a storage capacity of approximately 40 acre feet (excluding freeboard area) in accordance with City standards. The detention basin would be designed and constructed to accept storm water drainage from the project site, from the adjoining 32.9-acre industrial site proposed for approval in application TM 13-96, and from portions of the Kraft Foods site. Discharge from the basin to Weber Slough would be handled by a pump system controlled by floats on the Weber Slough side which would avoid discharges during peak flow in the slough. The size and construction of the detention pond will be in accordance with the report prepared by Ensign and Buckley (1993) (Figure 8c).

The project site would be graded to provide adequate access and drainage, as well as to allow building floor elevations to be located a minimum of one foot more floodplain elevations, consistent with the requirements of the Stockton Flood Damage Prevention Ordinance. In accordance with the Ensign and Buckley (1993) study, 70 feet of right-of-way will be dedicated for future levee construction along Weber Slough.

3.4 PERMITS AND APPROVALS

Land use approvals for the project are within the jurisdiction of the City of Stockton, which is the lead agency responsible for the preparation of the environmental documents under CEQA. The proposed crossing of Weber Slough will be subject to Department of Fish and Game and U.S. Army Corps of Engineers permits. Known and potential permits and approvals which may be related to the project are listed below.

City of Stockton Planning Commission
Tentative Parcel Map

San Joaquin County Flood Control and Water Conservation District
Encroachment permit for discharge of storm drainage to Weber Slough
Encroachment permit construction of a storm water detention basin and discharge

Central Valley Regional Water Quality Control Board
Water quality certifications or waiver for discharge of storm water discharge to Weber Slough, wetland and stream alteration permits

California Department of Fish and Game
Stream Alteration Agreement for construction of Newcastle Road crossing and storm drainage discharge to Weber Slough

U.S. Army Corps of Engineers
Section 404 permit for construction of storm water discharge to Weber Slough and construction of Newcastle Road crossing.

4.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

This section of the Addendum describes the environmental setting of the project, potential environmental impacts of the project, and mitigation measures which shall be implemented to reduce potential impacts to less than significant levels.

The analysis generally relies upon, and summarizes where applicable, the previous analysis of the ARIP 3&4 project (R. C. Fuller and Associates, 1987). This EIR has been incorporated into this document by reference. The summary of the previous EIR is included in this document as Appendix B.

The function of this document, and in particular this chapter, is to consider the effectiveness of the previous document in describing the potential environmental impacts of the proposed project. Toward this end, each section of this chapter analyzes and discusses the applicability of the previous analysis, then adds supplemental environmental information, impact analysis, or mitigation measures, as required.

Many of the environmental issues addressed in the previous EIR were also addressed on a larger scale in the City's General Plan revision process which culminated in the adoption of the revised Stockton General Plan in 1990. The General Plan was the subject of a comprehensive EIR which considered, among other things, the city-wide loss of agricultural lands, effects of development on wildlife, traffic, noise and regional air quality. Industrial development of the Arch Road Industrial Park property, together with other lands designated for development in the General Plan, was considered in the General Plan EIR (Paoli, 1989). A brief summary of the General Plan EIR's major impacts, and those which were subject to a Statement of Overriding Consideration when the General Plan was adopted, is provided in Chapter 6.0 of this document.

The environmental analysis in this section considers the proposed project: approval of the proposed Tentative Parcel Map and subsequent industrial development of 104.2 acres. As described in Chapter 3.0, Project Description, project details would include creation of three industrial lots of 61.4, 32.1 and 5.8 acres, up to 2.7 million (2,723,400) square feet of industrial development to be constructed and associated site improvements, based on a maximum Floor Area Ratio of 0.6; creation of a 5.0-acre lot and construction of a four-acre storm water detention basin within that parcel; construction of new access roads; and extension of City utility infrastructure.

4.1 GEOLOGY AND SOILS

Setting

The previous EIR identified the nature of geology and soils on the project site, describing the flat topography; the presence of expansive soils and low erosiveness; and potential for seismic hazards associated with regional faults. The previous EIR noted that conformance with Uniform Building Code seismic design standards reduces the potential for ground-

shaking hazards to an acceptable level. While more detailed information is available on each of these topics, the essential data regarding the site has not changed.

Impacts

Geologic and soil conditions have not changed since the previous EIR; industrial improvements would be subject to potential damage from soil shrink-swell, and small amounts of soil erosion could be expected.

The proposed project includes the grading of the project site to provide access and drainage, and to raise building pads to allow construction of finished floor elevations above predicted flood levels. Grading will make use of on-site soil materials, and no substantial import or export of fill material would be required.

Potential erosion effects of the project would be essentially as described in the previous EIR. However, since publication of the previous EIR, substantial planning work has occurred at the federal, state and local level to reduce construction-related pollution and soil erosion related to construction activities. On July 1, 1997, the City of Stockton storm water pollution prevention regulations took effect; these regulations, which establish procedures for prevention of substantial erosion impacts, are discussed in more detail in Section 4.2. These regulations will reduce potential erosion effects to less than significant.

While mitigation measures listed in the previous EIR would apply to the current project, these measures have been rewritten in present-day form. One of these mitigation measures addressed wind erosion, a subject which is now encompassed by air quality regulations and mitigation described in Section 4.4, Climate and Air Quality. Another of these mitigation measures requires construction of a storm water drainage system and detention basin; the proposed project includes construction of such a system.

Level of Significance: Potentially significant

Mitigation Measures:

1. The owners, developers, and successors-in-interest shall retain a registered civil engineer or certified engineering geologist to prepare a soils report for each development site in order to identify soil expansivity, settlement or other constraints and identify suitable site preparation and/or foundation specifications.
2. Site improvements and foundation designs shall conform to the recommendations of the soils report.
3. The owners, developers, and successors-in-interest shall place all fill materials in accordance with the specifications of a registered civil engineer or certified engineering geologist.
4. The owners, developers, and successors-in-interest shall be responsible for compliance with City of Stockton storm water pollution prevention regulations as described in Section 4.2, Hydrology and Water Quality.

Significance After Mitigation: Less than significant

Implementation: The owners, developers, and successors-in-interest will be responsible for obtaining the soils report and related engineering services, and for directing the incorporation of soil engineering specifications in site and facility designs.

Monitoring: The Department of Public Works and the Building Division will review and verify the adequacy of the soils reports and specifications in their review of subdivision and site improvement plans and building permit applications.

4.2 HYDROLOGY AND WATER QUALITY

Setting

The previous EIR identified the major water resources of the project area, including North Littlejohn Creek and Weber Slough. North Littlejohn Creek runs through the northeastern portion of the Arch Road Industrial Park but is located off, and north of, the proposed project site.

Weber Slough is the only surface water feature on the project site. Weber Slough is an intermittent stream which conducts surface drainage during rainfall from a drainage area east of the project site westward to French Camp Slough, a tributary of the San Joaquin River. The slough has a slight westward gradient of approximately 0.002 feet per mile in the 1,500 linear feet of channel which flows across the southern portion of the project site. The existing channel on the site is shallow, approximately six feet deep and 30 feet wide at the top of bank. While flows are intermittent, channel bottom soils are wetted year-round and support wetland vegetation, as discussed in Section 4.3. The existing channel alignment on the project site may not have been substantially altered. However, east and west of the project site, the slough has been channelized for several miles through agricultural areas and urbanizing portions of the City of Stockton and San Joaquin County.

As shown in the previous EIR, and today, the project site is located within Zone AO of Weber Slough as identified on the Flood Insurance Rate Map for the City of Stockton (FEMA, 1988). Zone AO indicates that the site would be subject to shallow flooding during a 100-year flood event with depths of between one and three feet. FEMA maps were revised and re-published in 1988; although more detailed information is available on the 1988 maps, flood plain designations for the project area were essentially unchanged.

A drainage study has been prepared for the North Little Johns Creek drainage, including Weber Slough and the project area (Ensign and Buckley, 1993). This study identifies plan lines for right-of-way acquisition and outlines needed improvements including channel modifications, detention basins, levee construction and bridge modifications. Until the improvements are completed, new construction will need to account for FEMA-predicted flooding events.

Impacts

The previous EIR identified the potential hydrologic impacts of industrial development as increases in runoff and exposure of new development to flooding. The proposed project would contribute to increases in runoff and would expose new industrial development to

shallow flooding. Under existing storm drainage master plans, however, proposed storm drainage facilities would be designed to discharge to a detention facility designed to prevent increases in peak flows in Weber Slough. As a result, the hydrologic effect of the project would be incidental. Proposed storm drainage facilities are discussed in Chapter 3.0 Project Description, and Section 4.9.2 Storm Drainage.

The proposed project will need to dedicate right-of-way for future construction of levees along Weber Slough. Until these improvements are completed, development will need to account for FEMA-identified flooding potential. As discussed in Chapter 3.0, this will be accomplished through balanced site grading which results in finished floor elevations which are a minimum of one foot above anticipated 100-year flood elevations. This treatment, as well as the design of utility and service features of new development to account for other potential effects of flooding, is required by the Stockton Flood Damage Prevention Ordinance. Consequently, existing regulations would reduce this potential impact to less than significant.

The proposed project includes one substantive changes from the ARIP 3&4 project described in the previous EIR: construction of a storm water detention basin in the southern portion of the project site (Figure 7). This facility will be need to be designed in accordance with the recommendations of the Ensign and Buckley study (1993).

The project would involve minor direct impacts on Weber Slough. Widening of the Arch Road bridge would cover less than 0.01 acre of the existing channel area. Construction of the Newcastle Road extension would require expansion of the existing culverted slough crossing to a maximum potential width of 72 feet and total potential channel coverage of about 0.03 acres. Crossing design would be subject to approval by various agencies, as described in Section 3.4. As a result of these approval requirements, the hydrologic values of the slough will be maintained. Mitigation measures listed below will ensure compliance with these requirements.

Biological resources associated with Weber Slough would be conserved through the regulatory activities of the Army Corps of Engineers, the State Reclamation Board, and the California Department of Fish and Game, all of which would require permits for the proposed relocation project. These potential effects and mitigation measures are addressed in Section 4.3.

Water quality effects related to storm runoff from the project site were not addressed in the previous EIR. Storm water quality is regulated by the Federal Clean Water Act through the National Pollution Discharge Elimination System (NPDES). The NPDES requirements are delegated to the California Regional Water Quality Control Board (RWQCB) which manages these requirements under a general permit system. Compliance with these regulations is mandatory under the City of Stockton's Grading and Erosion Control Ordinance, Chapter 13, Part V, Sections 13-500 through 13-513 of the Stockton Municipal Code.

By complying with general permit terms, applicants can receive coverage under the general permits for projects larger than five acres. The terms of the general permit include the filing of a Notice of Intent (NOI) and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) outlining water quality measures to be implemented at the site before, during and after construction. Certain industries, specified in the California Water Code by Standard Industrial Classification (SIC), are not covered by the general industrial permit and may require individual permits.

In July 1997, the City of Stockton Storm Water Management and Discharge Control Ordinance took effect. These regulations establish local oversight of the state general permit system and effective control of storm water quality impacts. The Stockton Municipal Code requires the filing of an NOI and preparation of a SWPPP for projects over five acres. Compliance with applicable state and local NPDES requirements and the grading ordinance would avoid significant water quality impacts of project construction.

Industrial development of the lot created by the project would result in construction of paved areas, vehicle and product storage, and other industrial activities. Runoff from these sources can contain urban pollutants like sediments, hydrocarbons, and heavy metals. Spills or exposure of industrial chemicals could also result in water quality concerns. The City of Stockton and San Joaquin County are co-permittees under the general NPDES permit for urban stormwater discharges. Industrial dischargers are required to obtain individual coverage under the general permit, and specific industries identified by Standard Industrial Classification (SIC) codes in the State Water Code are required to obtain individual NPDES permits for storm water discharges associated with industrial activity.

Existing City ordinances would prevent discharges, or require pre-treatment, of potentially toxic wastes to the sanitary sewer system.

Level of Significance: Significant

Mitigation Measures:

1. The proposed Weber Slough crossing shall be designed to accommodate anticipated flows in the slough, to the satisfaction of permitting agencies with jurisdiction. The design and/or specifications shall include adequate provision for revegetation in order to prevent erosion, consistent with any biological resource specifications in Section 4.3.
2. The owners, developers, and successors-in-interest shall obtain required permits for the Weber Slough crossing from the Army Corps of Engineers, State Reclamation Board, the California Department of Fish and Game, the San Joaquin County Flood Control and Water Conservation District, and other agencies with jurisdiction.
3. The owners, developers and/or successors-in-interest shall comply with the provisions of the City of Stockton Grading and Erosion Control Ordinance, the California General Construction Activity Storm Water Permit and State Water Resources Control Board Order Number 92-08-DWQ. These requirements include preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) and submittal of an NOI to the RWQCB. The SWPPP must identify responsible parties, pollutant sources, proposed storm water pollution controls, and monitoring. If monitoring pursuant to the SWPPP identifies pollution concerns, remediation is required.
4. The owners, developers and/or successors-in-interest shall comply with applicable City ordinances and the California General Permit for Industrial Activity for operation of industrial facilities at the site. For non-exempt industrial activities, compliance will require submittal of an NOI and preparation of a SWPPP pursuant to the general permit requirements, or acquisition of an individual NPDES permit. Permit requirements vary with the type of industry proposed.

5. The owners, developers and/or successors-in-interest shall comply with the industrial discharge requirements of Chapter 7 of the Stockton Municipal Code governing discharges to the sanitary sewer system.
6. The owners, developers and/or successors-in-interest shall comply with applicable requirements of the Stockton Flood Damage Prevention Ordinance.
7. The owners, developers and/or successors-in-interest shall dedicate right-of-way along Weber Slough to the agency with jurisdiction over the slough, as prescribed in the Ensign and Buckley (1993) study.

Significance After Mitigation: Less than significant

Implementation: The owners, developers, and/or successors-in-interest will be responsible for SWPPP and NOI preparation and submittal in conjunction with improvement plan reviews and individual development applications.

Monitoring: The Stormwater Division will be responsible for ensuring review of SWPPPs and identifying potential discharges to the sewer system; the Building Division will ensure that WDID and SDID numbers have been issued for each building permit application. The RWQCB will be responsible for enforcement of general industrial permit requirements.

4.3 VEGETATION AND WILDLIFE

The previous EIR included a general biological inventory identifying the existence of limited riparian vegetation in the Weber Slough channel corridor and the presence of relatively common plant and wildlife species. Conditions on the site are similar to those reported in 1987. Since preparation of the EIR in 1987, management of, and public concern regarding wildlife habitat, and threatened and endangered species, has expanded. To acknowledge this change, a comprehensive biological assessment was conducted for the project area. This assessment is reflected in the following Environmental Setting and Impacts sections which update the previous EIR.

Setting

Vegetation Resources

The project site and surrounding areas were surveyed to document current land uses, to determine presence or absence of sensitive habitats such as wetlands, and to evaluate suitability of the site for sensitive plant species. The surveys were conducted on August 6 and 18, 1998 and November 11, 1997 by Moore Biological Consultants. The field survey report and associated list of plant species documented on the project site are included in Appendix C.

The majority of the natural habitats in the project vicinity have been replaced by agricultural fields, industrial development and streets. There are a number of industrial buildings located approximately 1,000 feet west of the site and a few residences located along the south side of Arch Road. The majority of the project site consists of agricultural fields

which were planted in peppers during the summer 1998 and were fallow during the fall 1997 survey. These fields are surrounded by a thin, discontinuous band of non-native annual grassland. There is a single residence and associated farm buildings on the site within the 10+/- acre parcel on the north side of Arch Road just east of the agricultural fields.

Weber Slough runs diagonally for approximately 1,500 feet across the southeastern portion of the project site before passing under the existing Arch Road bridge. Weber Slough supports a well-developed emergent wetland throughout most of its length on the project site. The majority of this flat-bottomed 18+/- foot wide feature is vegetated with moderately-dense to dense stands of cattails (*Typha* sp.). However, there are two patches of bulrush (*Scirpus acutus*) located near the project boundaries and a few groups of willows (*Salix* sp.) located along the length of the slough. Development of riparian vegetation along the slough appears to have been precluded by ongoing agricultural management and slough maintenance activities.

There are no heritage trees located on the project site.

A wetland delineation of the proposed project site, combined with remaining undeveloped portions of the ARIP 3&4 area, was prepared in 1998 by Moore Biological Consultants. This delineation has been verified by the US Army Corps of Engineers (ACOE). A copy of the delineation report has been submitted to the City and is available for review in the project file, at the Stockton Department of Community Development.

Jurisdictional Waters of the United States were identified on the project site only within the Weber Slough channel. Jurisdictional waters were mapped as 18-19 feet in width. Over the 1,500-foot on-site length of Weber Slough, this would amount to no more than 0.7 acres. No other wetlands or Waters were delineated in the project site.

Wildlife Resources

The focus of the 1997 and 1998 field surveys and biological analysis by Moore Biological was to determine whether there is potential habitat for sensitive species in the project site. The field survey report and associated list of wildlife species documented in the project site is included in Appendix C.

Sensitive species known or potentially occurring within the project vicinity were identified through a search of CDFG's California Natural Diversity Database (CNDDB) and observations of habitat types and conditions. The CNDDB includes records of only three sensitive wildlife species that are known to occur within the Stockton East topographic quadrangle: Swainson's hawk (*Buteo swainsoni*), burrowing owl (*Speotyto cunicularia*), and giant garter snake (*Thamnophis gigas*). The project site contains suitable habitat for all of these species.

The project would be developed on intensively cultivated land. Project site habitats consist primarily of crops and non-native annual grassland. Most of the critical wildlife habitat features on the site such as trees, shrubs, or water sources are located along Weber Slough, although there are a few small trees and shrubs along the site boundaries. Wildlife species using project site habitats are those which require little or no cover; burrowing small mammals such as black-tailed hare (*Lepus californicus*), California ground squirrel (*Spermophilus beecheyi*), deer mouse (*Peromyscus maniculatus*), and California vole (*Microtus californicus*) would be expected to occur throughout the project site. A variety of

common bird species use project site habitats for foraging; the few trees on the site are likely used for nesting by songbirds.

Each tree on site and in surrounding areas was searched for possible nests of Swainson's hawks, a State of California threatened species. No nests were located in the on-site trees. However, Swainson's hawks were documented nesting in two locations in fairly close proximity to the site in 1998 (see map in Appendix C). One pair nested in a tree adjacent to the residence just east of the site, approximately 600 feet from the edge of the site, while the second pair nested in a tree along a slough approximately 1,200 feet north of the northwest corner of the site. The trees on-site are potentially suitable, but very low quality, nest trees for Swainson's hawks. Since there are already two established territories in such close proximity to the project site, the likelihood of a third pair of this territorial species nesting in site in the future is considered low.

Swainson's hawks have not been documented foraging within the project site. However, cropland habitat which makes up most of the project site provides suitable foraging habitat for this species. Further, since this species has been documented nesting in close proximity to the site, the likelihood of Swainson's hawks foraging in the site is considered high.

The site and adjacent buffer areas were searched for suitable burrow habitat and/or signs of burrowing owls, a State of California species of concern. Although no burrowing owls were observed during the 1998 survey, there is suitable habitat for this species (i.e. burrows dug by ground squirrels) along Weber Slough. None of these burrows showed evidence of current or past occupancy by burrowing owls. There is one active burrow along the western edge the 32.9-acre parcel located immediately west of the site. This burrow is located approximately 750 feet from the project site. The presence of this burrow was addressed, and mitigation specified, in the Addendum for TM 13-96 (InSite Environmental, 1998).

Weber Slough provides low quality habitat for giant garter snake, and use of this area by the snake has not been documented. The lack of year-round aquatic habitat preferred by giant garter snake precludes intensive use of project site habitats by this species. However, Weber Slough could be used as a movement corridor during migration and/or dispersal of upstream or downstream giant garter snake populations (if any exist). Based on a lack of recent sightings within the project vicinity and low quality habitat, the likelihood of occurrence of this species at any time during the year is considered low.

There are no vernal pools, elderberry shrubs, or other unique habitats in the project site. Consequently, there is no habitat for federally-listed such as fairy or tadpole shrimp (*Branchinecta* spp.; *Lepidurus packardii*) or valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) in the project site.

Impacts

Impacts to vegetation resulting from the future industrial development of the project site were initially addressed in an Environmental Impact Report (R.C. Fuller and Associates, 1987) and later addressed in the City of Stockton General Plan EIR (Michael Paoli and Associates, 1989). Impacts to project site vegetation from industrial development on the site would be comparable to those described in the previous EIR: on-site agricultural lands would be largely converted to pavement and buildings.

Impacts to wildlife resulting from the future development of industrial uses on the project site were also addressed in the previous EIR (R. C. Fuller Associates, 1987). The EIR identified that development of the site would produce a significant change in on-site habitats by replacing the agricultural nature of the site by pavement, buildings, and landscaping. Additionally, increased runoff resulting from development of the site could result in increased sediment loads into Weber Slough. The 1987 EIR also identified cumulative loss of potential habitats of Swainson's hawks and giant garter snake.

Impacts to wildlife resulting from the development of industrial uses on the project site were also addressed in the City of Stockton General Plan EIR (Michael Paoli and Associates, 1989); industrial development on the site is presently allowed by City General Plan designations and zoning. The General Plan EIR determined that the cumulative loss of wildlife habitat city-wide constitutes a significant unavoidable adverse impact of urban development, and the City subsequently adopted a Statement of Overriding Considerations for this impact when the General Plan was approved.

Development of the proposed project would not affect significant vegetation resources such as mature valley oaks (i.e., circumference of 50 inches or greater) or well-developed riparian corridors. Industrial development, as proposed, would result in localized impacts to biological resources associated with Weber Slough.

The proposed crossing of Weber Slough would result in the loss of approximately 0.03 acres of emergent wetland vegetation, and the habitat values associated with those wetlands. Anticipated widening of the existing Arch Road bridge over Weber Slough could result in an additional 0.01 acres of wetland loss. Dedication of right-of-way for future levees along the slough would reduce the existing relatively high level of disturbance to Weber Slough edge habitats from ongoing farming. Even with the anticipated future construction of levees, habitat conditions along Weber Slough within the 70-foot wide right-of-way may actually be improved. In any case, all of the potential impacts to Weber Slough would be less than significant and will likely be mitigated through the San Joaquin County Multi-species Habitat Conservation and Open Space Program, upon its adoption.

Although several recently documented Swainson's hawk nest sites are located in relatively close proximity to the project site (less than one mile), no active nests of this species are located within the project site. Nearby nests would be subject to potential construction disturbance impacts.

The proposed project will result in the conversion and/or elimination of as much as 104.2 acres of existing foraging habitat for Swainson's Hawks (a "threatened" species under the California Endangered Species Act) on the project site and will contribute to the related cumulative loss of open space and agricultural lands which provide significant habitat values for multiple species of wildlife within the Stockton Planning Area. This proportionate contribution to the cumulative loss of Swainson's Hawk foraging habitat and related loss of habitat for multiple species of wildlife within the Stockton Planning Area is considered to be a significant adverse environmental impact.

Recognizing the importance of such habitat to the species and the potential cumulative impacts on the Swainson's hawk by agricultural land conversion within the Central Valley, the City of Stockton began a study to develop a Habitat Conservation Plan (HCP) for the Swainson's hawk in 1990. The study was expanded to address the loss of habitat for a larger number of species of concern, including the Swainson's hawk. A countywide Multi-species Habitat Conservation Program has been under discussion and development since 1990 and is expected to be adopted in 1998.

The Stockton City Council has supported the countywide program as well as the determination that a multiple-species habitat management program will be more biologically effective and economically feasible than project-by-project mitigation. However, the Stockton General Plan adopted in 1990 required the establishment of a wildlife mitigation fee, and development projects approved since that time have been conditioned on the payment of the fee under the assumption that it would soon be established. To provide a mechanism for wildlife mitigation during the interim period, in 1994 the City adopted a multi-species wildlife/open space conservation fee program (Ordinance No. 029-94) which imposes a fee of \$750 per acre on new development, to be assessed when the building permit is issued. The fee program is based on the Habitat/Open Space Conservation Fee Study (City of Stockton, 1994) which sets forth the amount and justification for the fee, the areas subject to the fee, and guidelines for use of the fee.

The Habitat/Open Space Conservation fee is intended to mitigate cumulative wildlife impacts. The fee study recognizes that wildlife habitat value varies widely from site to site and especially finds that "most of the undeveloped land in the City's planning area is... of relatively low habitat value." Within this analysis framework, site-specific wildlife effects may be found less than significant on an individual basis but the values inherent in the site will be accounted for on a cumulative basis by mitigation which provides for "no-net-loss" of habitat value. It is important to note that the fee is not intended to account for unique, and therefore more valuable, wildlife resources on a project site. As described in the fee study, these resources "such as the Delta, oak groves and riparian habitats will be evaluated and mitigated on a site specific basis through CEQA review of individual development projects." Resources associated with Weber Slough discussed above, would be an example of these site-specific resources which are addressed by mitigation measures below.

Level of Significance: Significant

Mitigation Measures:

1. Preconstruction surveys shall be conducted by a qualified raptor biologist for nesting Swainson's hawks on their respective project site and on adjacent lands within 500 feet of the project site boundaries if construction is scheduled to occur during the breeding season (March through August). If nesting Swainson's hawks are found nesting within the areas surveyed, the raptor biologist will, in consultation with CDFG, determine the appropriate setbacks on the project site within which construction will be prohibited until after the conclusion of the breeding season.
2. The property owners and/or developers of the project site shall mitigate for the elimination of existing and/or potential foraging habitat for Swainson's Hawks (a "threatened" species under the California Endangered Species Act) from the project site and for their proportionate contribution to the cumulative loss of open space and/or agricultural lands which provide significant habitat values for multiple species of wildlife within the Stockton Planning Area by implementing any one or a combination of the following measures:
 - a. The property owners and/or developers of the project site shall pay the applicable City of Stockton "Habitat/Open Space Conservation Fee" (per Ordinance No. 029-94) prior to the issuance of any building permit for the parcel area to be developed. In the event that, prior to approving any discretionary entitlements for the project, the City of Stockton adopts and implements a comprehensive San Joaquin County multi-species habitat

conservation and open space program (SJMSCP) which supersedes the City's existing habitat fee program, the issuance of any applicable building permits following the effective date of the SJMSCP shall be subject to the payment of applicable fees in compliance with the provisions of the SJMSCP. The habitat compensation fees shall be adequate for the acquisition, enhancement, long-term management, and monitoring of replacement habitat lands; and/or

- b. The property owners and/or developers shall retain a qualified wildlife biologist, subject to City approval, who shall conduct a biological site assessment for the project site and prepare a habitat compensation plan and a related mitigation/management agreement which insures a no-net-loss of habitat value. A suitable quantity and quality of on-site and/or off-site replacement habitat shall be identified, retained, enhanced or restored, and preserved in perpetuity through the recordation of a conservation easement for said replacement habitat site. The habitat compensation plan and agreement shall identify the location, type, and extent of replacement habitat, any enhancement and management measures required, and establish a financing mechanism to facilitate the long-term maintenance and monitoring of the replacement habitat. The biological assessment, habitat compensation plan, mitigation/ management agreement, and conservation easement must be reviewed and approved by the City prior to the issuance of any construction permit or to the initiation of site improvements, whichever occurs first; and/or
 - c. The property owner and/or developers shall enter into a habitat mitigation/management agreement with the California Department of Fish and Game (CDFG) to insure a no-net-loss of habitat value. A copy of the fully executed agreement with CDFG shall be submitted to the Stockton Community Development Department prior to the issuance of any construction permit or to the initiation of site improvements, whichever occurs first.
3. Obtain required approvals for bridge widening and construction across Weber Slough from the California Department of Fish and Game, Army Corps of Engineers, State Reclamation Board, San Joaquin County Flood Control and Water Conservation District, and the Regional Water Quality Control Board, as required.
4. Prior to initiation of site grading or other construction activities, the owners, developers and/or successors-in-interest shall retain a qualified biologist to conduct preconstruction surveys for burrowing owl nesting on the project site, and on adjacent lands within 500 feet of the project site boundaries, if construction is scheduled to occur during the breeding season (March through August). If burrowing owl nesting is occurring within the areas surveyed, the biologist will, in consultation with CDFG, determine appropriate seasonal construction restrictions which should apply until after the conclusion of the breeding season.
5. The owners, developers and/or successors-in-interest shall avoid the Weber Slough corridor during construction, except as specifically authorized and permitted by ACOE and CDFG. In order to minimize potential impacts to giant garter snake and its potential habitat, construction within the channel and 100 foot buffer areas outside each edge of Weber Slough shall occur only between

April 1 and October 31, unless specifically authorized by the US Fish and Wildlife Service (USFWS). In the event that USFWS authorizes work within or near Weber Slough outside the April 1 through October 31 work window, it may be necessary to conduct preconstruction surveys and/or construction monitoring for giant garter snake.

Significance After Mitigation: Less than significant

Implementation: Owners, developers, and/or successors-in-interest will be responsible for retaining biologists for pre-construction surveys, payment of fees, construction of mitigation improvements and obtaining required permits.

Monitoring: The Planning Division and Building Division of the Community Development Department will verify that pre-construction surveys have been completed, any necessary setbacks are established and fees paid prior to issuance of building permits. The Public Works Department will be responsible for ensuring that required permits and approvals for Weber Slough improvements have been obtained. The agencies issuing permits will be responsible for enforcement of permit conditions.

4.4 CLIMATE AND AIR QUALITY

The previous EIR contained a relatively thorough discussion of air quality setting and consideration of the potential impacts. The EIR considered the potential for stationary source development to be low and did not predict impacts. Potential mobile source impacts were predicted using a now outdated version of the URBEMIS model. Potential construction impacts were described, and the potential for carbon monoxide "hot spots" at congested intersections was assessed using the CALINE model.

Setting

Standards for air pollutants are established at the state and federal level; state standards are more stringent than federal standards and are shown in Table 2, along with monitoring results for the primary pollutants of concern in San Joaquin County. San Joaquin County is considered a nonattainment area for ozone (which is formed in air from emissions of nitrogen oxides and reactive organic gases) and respirable particulate matter (PM10) because concentrations of these pollutants sometimes exceed the standards.

The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) implements state and federal air quality requirements in the San Joaquin Valley Air Basin. The SJVUAPCD considers projects to have significant effects if they generate more than 55 pounds per day of either reactive organic gases or nitrogen oxides.

New federal standards for particulate matter and ozone were issued in July 1997 by Executive Order of the President. The first of these, for particulate matter which is 2.5 microns or less in size, supplements the previous 10-micron standard and reflects health concerns related to respiration of smaller particles. The second standard involves a new the federal 8-hour standard for ozone of 0.08 parts per million; the existing federal one-hour standard of 0.12 PPM would be maintained.

PM 2.5 data has not been collected, and San Joaquin County will not be classified as "attainment" or "non-attainment" for two to three years. Local guidelines for implementation of both new regulations are in preparation by the San Joaquin Valley Unified Air Pollution Control District and are expected to be adopted within the next few months.

TABLE 2
AIR QUALITY MONITORING RESULTS

Pollutant	State Standard	1994	1995	1996
Carbon Monoxide (Claremont Station)				
Highest 1-Hour Average (PPM)	20	11.0	9.0	11.0
Second Highest 1-Hour Average (PPM)	20	11.0	9.0	11.0
Highest 8-Hour Average (PPM)	9	7.9	6.4	7.8
Second Highest 8-Hour (PPM)	9	7.5	5.3	6.6
Ozone (Mariposa Station)				
Highest 1-Hour Average (PPM)	0.09	0.12	0.13	0.11
Second Highest 1-Hour Average (PPM)	0.09	0.12	0.13	0.10
PM10 (Hazelton Station)				
Highest 24-Hour Average ($\mu\text{g}/\text{m}^3$)	50	109	109	127
Second Highest 24-Hour Average ($\mu\text{g}/\text{m}^3$)	50	93	93	61

Source: CARB 1994, 1995, 1996

Impacts

As described in the previous EIR, during construction, exposed and pulverized soil on the project site would become airborne as PM10. During construction, the owners, developers and/or successors-in-interest will be subject to SJVUAPCD Regulation VIII (Fugitive Dust Rules). Rule VIII is more a specific application of the mitigation measures applied in the previous EIR and should avoid potential significant construction impacts. No additional mitigation is necessary.

As described in the previous EIR, traffic generated by the proposed project would be a source of air pollutant emissions. These emissions were estimated using the California Air Resources Board URBEMIS5 computer model, the current version of the model used in the previous EIR. The model uses project trip generation information, along with default vehicle fleet mix, cold start, and trip length data, to calculate mobile source emissions. Model results, based on an assumed trip generation factor of 80 trips per acre are shown in Table 3. Computer model printouts are contained in Appendix D.

As Table 3 shows, potential buildout vehicle emissions for the project would exceed the 55 pounds per day significance threshold for organic gases and nitrogen oxides. This would be a potentially significant environmental effect.

TABLE 3
VEHICLE EMISSIONS
(pounds per day)

Carbon Monoxide	972
Reactive Organic Gases (ROG)*	123
Nitrogen Oxides	95
Particulate Matter (PM10)	8

Source: In-Site Environmental, ARB URBEMIS5

*Calculated as 91.7% of total organic gases as recommended by SJVUAPCD

Future industrial users of the site may construct or operate stationary sources of air pollution. Any such sources would be subject to SJVUAPCD Rule 2201, New and Modified Stationary Source Review Rule. Rule 2201 includes requirements for installation of the Best Available Control Technology (BACT), and a requirement for emission offset for any source emitting more than 80 pounds per day of PM10 or 55 tons per year of nitrogen oxides or reactive organic gases. Compliance with district permitting requirements would avoid significant impacts from stationary sources.

Air pollution attributable to the project would contribute to, but would not be the sole cause of, an air quality standard violation; in fact, the air district cannot approve a permit to operate for a project which would cause an air quality standard violation. However, the project would contribute to regional violations of air quality standards. The previous EIR did not provide specific mitigation measures for potential air quality impacts. The following mitigation measures would, in part, address these potential impacts.

The Stockton General Plan EIR determined that development within the General Plan area, including industrial development of the project site, would have significant air quality impacts. Mitigation measures with potential to directly counteract project impacts are limited. Regional air quality management strategies are oriented to trip reduction and shifts in transportation modes. A Statement of Overriding Considerations for this impact was adopted when the General Plan was approved.

The previous EIR found that carbon monoxide standards would not be exceeded at the most heavily utilized intersection in the project vicinity, even under cumulative traffic conditions. The proposed project will contribute to cumulative traffic in the project vicinity, as anticipated in the previous EIR. Potentially significant traffic congestion would be avoided by mitigation measures prescribed in Section 4.8. Thus, the proposed project should not cause any intersection to be so congested that carbon monoxide "hot spots" would occur.

Level of Significance: Potentially significant

Mitigation Measures:

1. During construction, the owners, developers, and/or successors-in-interest will comply with San Joaquin Valley Unified Air Pollution Control District Regulation VIII (Fugitive Dust Rules).
2. The owners, developers, and/or successors-in-interest shall implement the following dust control practices during construction:
 - a. All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
 - b. All clearing, grading, earth moving or excavation activities shall cease during periods of high winds greater than 20 mph averaged over one hour.
 - c. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d. The area disturbed by clearing, earth moving or excavation activities shall be minimized at all times.
 - e. During construction, streets shall be kept free of dust and dirt. All vehicles leaving the work site shall be cleaned to prevent dirt and mud from reaching adjacent streets.
 - f. All internal combustion engines associated with construction shall be maintained and properly tuned.
3. After clearing, grading, earth moving, or excavation operations, the owners, developers, and/or successors-in-interest shall implement the following fugitive dust control methods:
 - a. All soil on inactive portions of the construction site shall be seeded and watered until grass growth is evident.
 - b. All soil on active portions of the site shall be sufficiently watered to prevent excessive amounts of dust.
4. At all times, the owners, developers, and/or successors-in-interest shall implement the following fugitive dust emission control procedures:
 - a. On-site vehicle speed shall be limited to 15 mph.
 - b. All areas with vehicle traffic shall be watered periodically for stabilization of dust emissions.

- c. Petroleum-based dust palliatives shall meet the road oil requirements of San Joaquin Valley Unified APCD's Rule 4341, Cutback, Slow Cure, Emulsified Asphalt Paving and Maintenance Operations.
 - d. During construction, streets shall be kept free of dust and dirt. All vehicles leaving the work site shall be cleaned to prevent dirt and mud from reaching adjacent streets.
5. All internal combustion engines associated with construction shall be maintained and properly tuned.
 6. The owners, developers, and/or successors-in-interest shall design buildings on site to achieve energy efficiency in excess of Title 24 requirements. This shall be achieved through automated control systems for heating and air conditioning, energy-efficient lighting controls and lighting, and light-colored roof materials to reflect heat.
 7. The owners, developers and/or successors-in-interest shall provide bicycle racks and employee showering facilities on the project site to encourage alternative transportation.
 8. The owners, developers and/or successors-in-interest shall provide space for a bus stop on the project site for future dedication to SMART if a transit route is extended to the site. The dedication and standard transit improvements (bus pullout, bench, and shelter) shall be provided at the expense of the owners, developers, and/or successors-in-interest when needed.
 9. The owners, developers and/or successors-in-interest shall pay the adopted City of Stockton Air Quality Mitigation Fee in conjunction with or prior to the issuance of building permits.
 10. The owners, developers and/or successors-in-interest of future industrial projects on the site shall comply with SJVUAPCD Rules, including Rule 2201 if stationary sources are proposed.

Significance After Mitigation: Cumulatively significant. A Statement of Overriding Considerations was adopted for this impact when the General Plan was adopted.

Implementation: The owners, developers, and/or successors-in-interest shall be responsible for compliance with the above standards in future project design and construction.

Monitoring: The Building Division would verify payment of the air quality fee prior to issuance of building permits. The SJVUAPCD would, as applicable, verify compliance with district rules during project design, construction and operation.

4.5 NOISE

Setting

The previous EIR described the noise setting of the project area and potentially significant noise impacts associated with industrial development, including construction noise, noise generated by industrial uses, and increased traffic noise. The EIR noted that potential receptors in the project area are dominated by industrial development, or lands planned for industrial use, and agricultural land. Two correctional institutions are located south of the site and east of Newcastle Road, and several residences are located in the vicinity of Arch Road.

Industrial development is not considered a "sensitive receptor" of noise. The City of Stockton General Plan considers industry to be normally compatible with exterior noise levels up to 70 decibels (dB) Ldn, and conditionally acceptable in noise environments of up to 80 dB Ldn.

Impacts

The previous EIR considered potential for construction noise impacts on existing residences in the project vicinity. During construction at the site, noise levels from heavy equipment may reach 85 or 90 decibels within 100 feet of equipment in use, but attenuation over a distance of 500 to 1,000 feet will reduce construction noise to less than significant. Few existing residences south of Arch Road and east of Newcastle Road would be potentially impacted by construction on the site. An updated mitigation measure is included to avoid potential construction disturbance during the evening, or at night, when people typically relax and sleep.

The previous EIR considered potential noise impacts from new industrial uses and found that noise generated on the site would be experienced only by other existing or planned industrial uses. Industrial noise generated on the site, and potentially experienced by the few residences south of Arch Road, would likely be secondary to traffic noise from Arch Road. This same conditions would also hold true for the current proposed project. Potential industrial uses would be light industrial and conducted within enclosed structures. The project would involve no potential significant effects and would not require mitigation.

Potential increases in traffic noise generated by industrial development was estimated for local roadways in the previous EIR. Along Arch Road, the previous EIR predicted that the 60 dB Ldn noise contour, the City's standard for residential uses would be located about 300 feet from the roadway centerline. The previous EIR determined that traffic noise would not have a significant effect on surrounding receptors. However, cumulative traffic noise on City streets was identified in the Stockton General Plan EIR as a significant and unavoidable impact, and a Statement of Overriding Considerations was adopted for this issue. The project would contribute to this cumulative impact along the Arch Road corridor.

Level of Significance: Potentially significant and cumulatively significant

Mitigation Measures:

1. Temporary noise impacts resulting from project construction shall be minimized by restricting hours of operation by noise-generating equipment to 7:00 a.m. to 10 p.m., Monday through Friday, and to 7:00 a.m. to 6:00 p.m. on Saturday and Sunday, when such equipment is to be used near noise-sensitive land uses.
2. All heavy equipment used on the site shall be fitted with mufflers which meet State noise control standards. Residential type mufflers shall be required where applicable.
3. Minimize the duration of heavy equipment operation near adjoining residences. No heavy equipment shall be operated in the vicinity of residences (i.e. within 1,000 feet) between 8:00 p.m. and 7:00 a.m.

Significance After Mitigation: Less than significant for construction impacts. Cumulative noise impacts will remain significant. A Statement of Overriding Consideration was adopted for this issue with the adoption of the Stockton General Plan.

Implementation: The owners, developers, and/or successors-in-interest would be responsible for imposing controls on construction contractors.

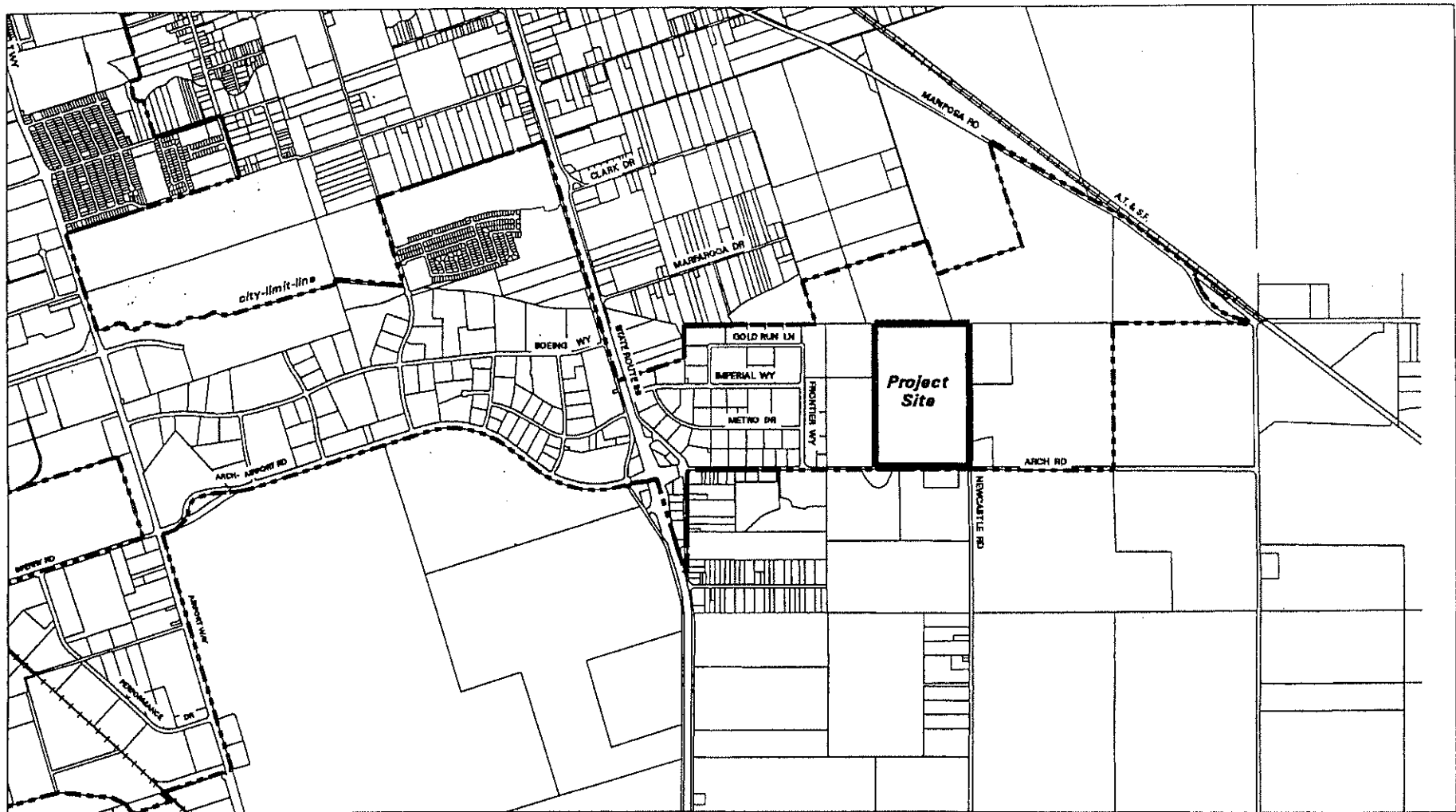
Monitoring: The City of Stockton Public Works Department would ensure mitigation implementation as a part of conditions imposed upon individual grading permits and would monitor compliance as a part of grading inspection.

4.6 LAND USE

Setting

The previous EIR described then-existing land uses in the project area as primarily agricultural. Some of these lands are "prime" agricultural land. In 1987, during preparation of the previous EIR, the project site was located in rural unincorporated San Joaquin County. The previous EIR described then-existing county general plan and zoning designations and addressed potentially significant land use changes and agricultural land loss. In 1989 the project site was annexed to the City of Stockton and received City General Plan and zoning designations.

The project site remains in agricultural use and is currently fallow agricultural fields, surrounded by other undeveloped agricultural land on the north and east, and by industrial park development in ARIP Units One and Two to the west. The project site is designated Industrial in the Stockton General Plan and is currently zoned Light Industrial District (M-1). See following Figures 10-13. In accordance with existing zoning designations, proposed industrial uses would need to conform to City of Stockton Planning and Zoning Code (Sec. 16-060).



VICINITY MAP

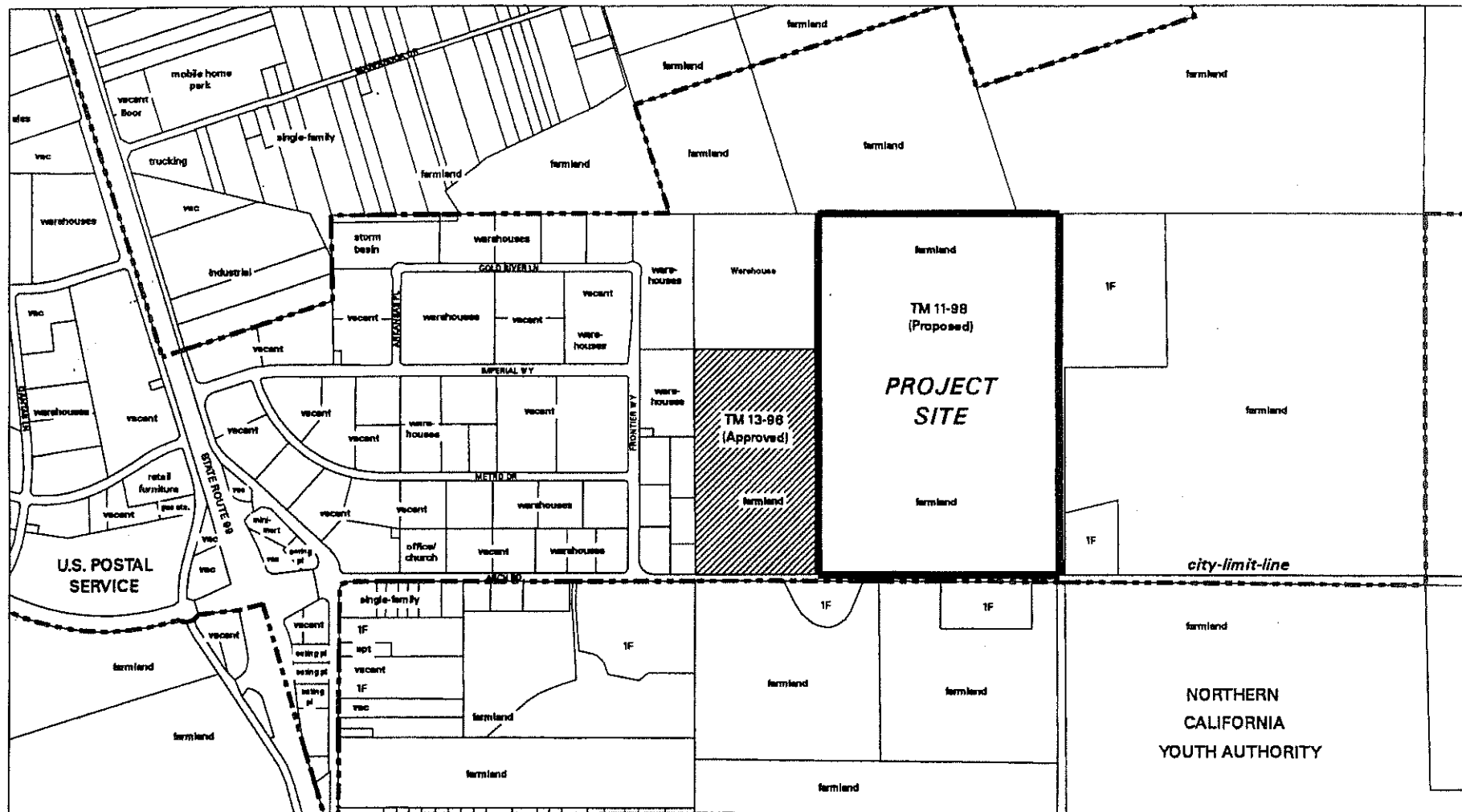


O. K. & B. Ptp., et al Arch Road Industrial Park - Units 3 & 4

Scale: None
Source: City of Stockton

STOCKTON CITY PLANNING COMMISSION

Figure 10
VICINITY MAP



LAND USE MAP

O. K. & B. Ptp., et al
Arch Road Industrial Park - Units 3 & 4

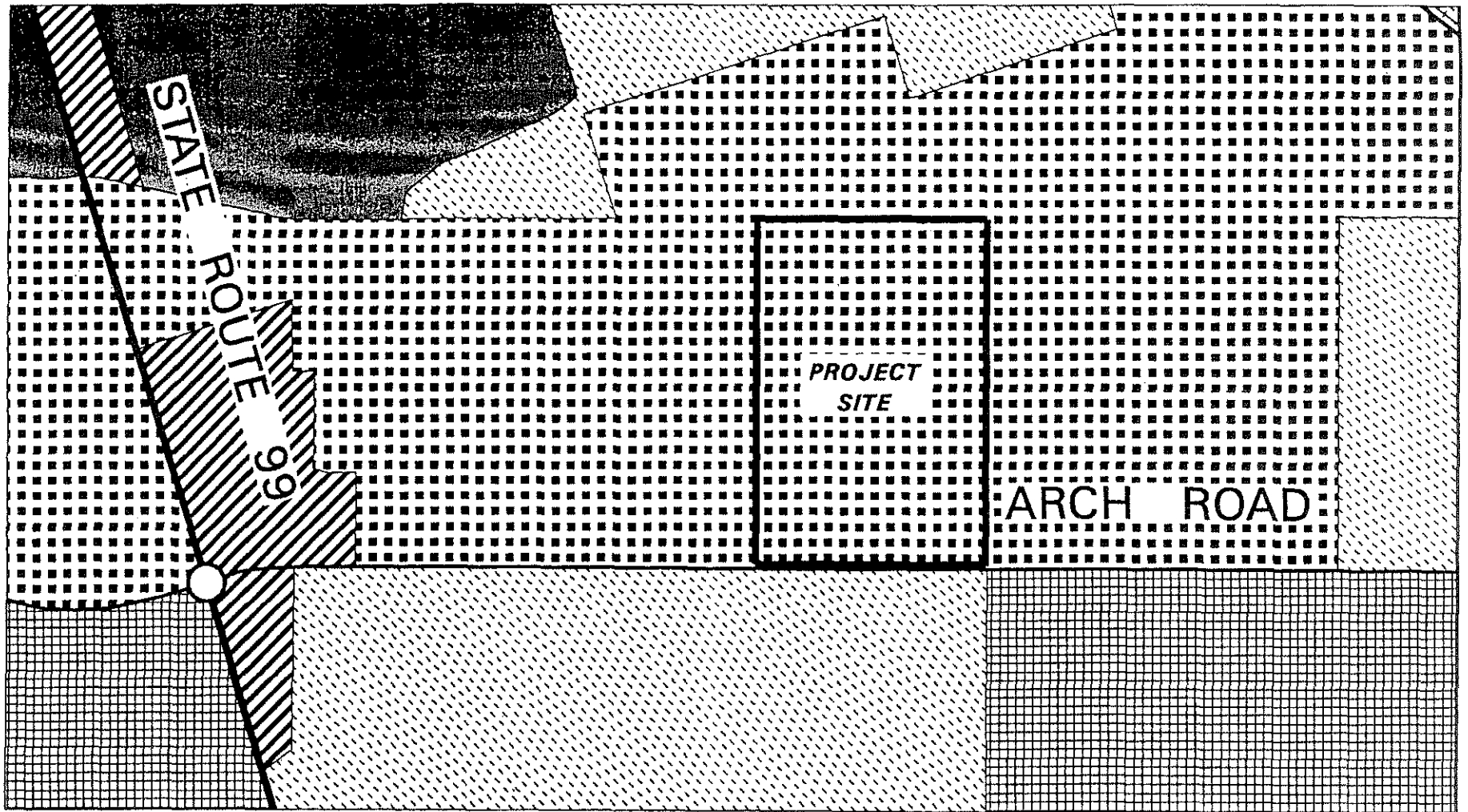


LEGEND
 1F - Single-Family Unit

Scale: None
 Source: City of Stockton

STOCKTON CITY PLANNING COMMISSION

Figure 11
LAND USE MAP



GENERAL PLAN MAP

O. K. & B. Ptp., et al

Arch Road Industrial Park - Units 3 & 4

LEGEND

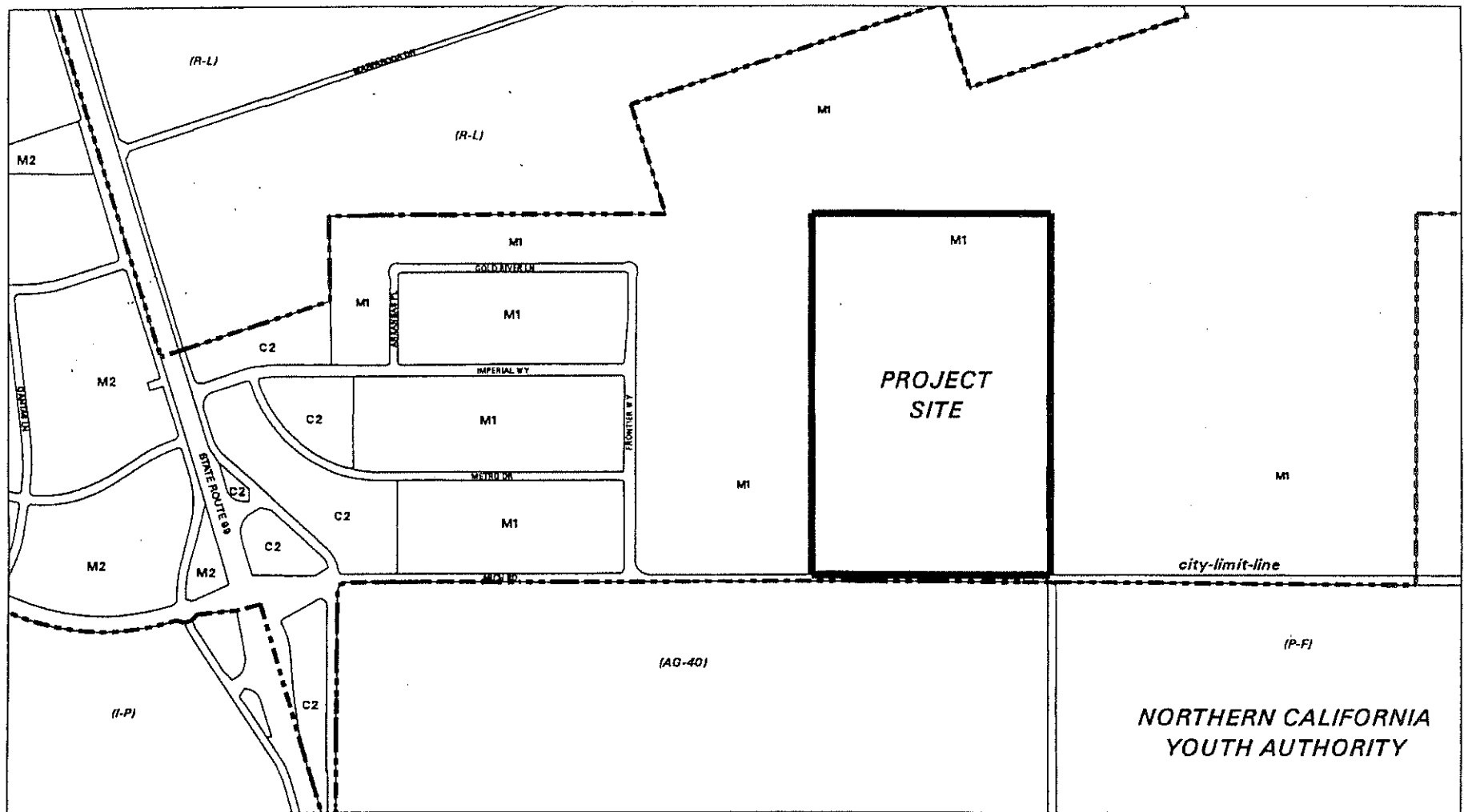
GENERAL PLAN SYMBOLS	
	LOW-MED DENSITY RESIDENTIAL
	COMMERCIAL
	INDUSTRIAL
	INSTITUTIONAL
	AGRICULTURE
CIRCULATION	
	FREEWAY
	MAJOR ARTERIAL
	MINOR ARTERIAL
	FULL INTERCHANGE

Scale: None

Source: City of Stockton

STOCKTON CITY PLANNING COMMISSION

Figure 12
GENERAL PLAN MAP



ZONING MAP

O. K. & B. Ptp., et al
Arch Road Industrial Park - Units 3 & 4



LEGEND

(R-L) - COUNTY ZONING

Scale: None

Source: City of Stockton

STOCKTON CITY PLANNING COMMISSION

Figure 13
ZONING MAP

Impacts

The previous EIR noted that the project would result in a significant change in land use and would result in the loss of existing agricultural productivity on the project site. The proposed project would contribute about 25% of the agricultural land losses estimated for the original project. The loss of productivity on the project site would contribute to this significant and unavoidable cumulative effect city- and county-wide.

At the time that the previous EIR was prepared, the project site was located outside of the City of Stockton, but within the planning boundary prescribed by the Stockton General Plan. The project site was designated by the San Joaquin County General Plan for agricultural use and was zoned accordingly. When the project site was annexed to the City of Stockton, the project site received an Industrial designation in the Stockton General Plan and was zoned Light Industrial District (M-1).

The General Plan EIR (Michael Paoli and Associates, 1989a and 1989b) considered the environmental effects of this and other developments allowable under the then-proposed General Plan. The EIR addressed the significant and unavoidable impacts of industrial/urban development on agricultural land, determining that the cumulative loss of agricultural land in the Planning Area was a significant and unavoidable impact. The City of Stockton adopted a Statement of Overriding Consideration for this cumulative impact when the General Plan was adopted.

The proposed project involves development in accordance with existing General Plan (Industrial) and zoning (Light Industrial District [M-1]) designations. No plan amendment or zone change has been requested, and ordinary processing of building permits will result in consistency of future uses with the Stockton General Plan and zoning ordinance. City zoning regulations allow a wide range of uses within the Light Industrial District including manufacturing, fabrication, food processing, storage, textile operations, and other uses. Generally, the maximum building height would not exceed seventy-five feet and all other general provisions for site development of the zoning code would apply. The project would involve no known conflict with adopted plans or zoning.

The previous EIR identified potential general urban/agricultural land use conflicts. However, the proposed project would involve no substantial conflicts with existing or planned land uses. The proposed industrial uses associated with the project are consistent with existing General Plan land use designations and industrial uses to the west. Proposed uses would be consistent with anticipated future development and/or land use pursuant to existing Industrial and Agricultural designations located to the north and east of the project site. Proposed uses would be consistent with Agricultural designations and associated uses in the unincorporated area located south of Arch Road.

New industrial land uses on the site could involve minor potential incompatibilities with the few existing residences associated with surrounding agricultural uses, located east and south of the site, as a result of new industrial traffic and associated noise, vibration and air emissions. This potential impact was identified in the previous EIR and the EIR on the Stockton General Plan. This impact was accepted by the City with the adoption of the Stockton General Plan in 1990. As noted in Section 4.5, the previous EIR found that site-generated noise would not involve significant noise impacts on surrounding residential uses.

One residence, located more than 400 feet east of the site on the adjoining Johnston Trust parcel, and east of the Newcastle Road extension, would not be subject to any substantial impacts as a result of distance. A second residence, located adjacent to the Newcastle Road extension and immediately east of the project site, may be subject to impacts from industrial traffic, vibration and noise. This residence is also owned or controlled by the project applicant. Both residences east of Newcastle Road are located in an area zoned M-1, Light Industrial District and are considered "legal, non-conforming" uses.

Residences south of Arch Road would be subject to significant traffic noise impacts from planned future industrial development in the project area, and the proposed project would contribute to these impacts. Arch Road has been planned to accommodate industrial traffic and will be improved to a total of four through lanes and a right-of-way width of 90 feet in the project vicinity. Projected buildout traffic identified in Figure 14 of Section 4.8 would approach 4,500 vehicles during the peak hour. As noted above, this potential impact was identified in the previous EIR, and in the EIR on the Stockton General Plan. This impact was accepted by the City with the adoption of the Stockton General Plan in 1990.

The project would involve juxtaposition of industrial uses and existing agricultural uses. The potential for land use conflict is short-term and less than significant. Industrial/agricultural areas do not generate substantial conflicts, such as those which result when residential and agricultural uses are co-located. Planned urbanization and the City's adopted Right-to-Farm ordinance will contribute to minimizing any potential urban/agricultural conflicts.

Level of Significance: Significant, for agricultural land losses and traffic noise impacts on adjoining residential uses

Mitigation Measures: None available

Significance After Mitigation: Significant. The City of Stockton adopted a Statement of Overriding Consideration for these cumulative impacts when the General Plan was adopted.

4.7 POPULATION AND HOUSING

Setting

The previous EIR did not address citywide population and housing trends but identified the settlement characteristics of the project area. The EIR was prepared during a period of relatively rapid population growth. The projected citywide population was expected to reach 230,000 by 1990 and 248,000 by 1995. However, these levels were not realized as the housing market cooled in the early 1990s. The 1990 population of Stockton was 211,000 and reached 236,500 in January of this year.

Impacts

The previous EIR identified the elimination of the few existing residences on the ARIP 3&4 site as a whole, noting the potential for a minor direct decrease in housing and population. One of these residences is located on project site.

The previous EIR projected potential employment generation at a rate of 13 employees per gross acre. Employment generation among various industries is variable, with averages ranging from 6 to 28 employees per acre depending on whether the industry is light or heavy (DeChiara & Koppelman, 1975). Recently, the City of Stockton has assumed industrial employment at about one employee per 910 square feet of structure (Michael Paoli & Associates, 1992), which is near the top of this range if a Floor Area Ratio of 0.6 is assumed. On this basis maximum employment generation from development of the Tentative Map area would not exceed about 3,000 jobs, about the top of the range that would result from the projection in the previous EIR.

The previous EIR identified the potential for secondary effects of employment on population in Stockton. That is, the creation of new jobs would attract new residents and result in the need for additional housing. This potential has been accounted for in the Stockton General Plan's balance of land uses. In addition, unemployment rates in the City of Stockton remain substantially higher than state and national levels. This unmet need for employment would tend to offset any potential population effect. Stockton has adequate available land for new residential development, and residential projects are also subject to independent environmental review.

Level of Significance: Less than significant
Mitigation Measures: None required

4.8 TRAFFIC AND CIRCULATION

The previous EIR included a detailed traffic impact analysis prepared in accordance with the generally accepted standards of 1987. Since then, however, the City has adopted a revised traffic model, proposed land uses have been changed somewhat, and the area around the project site has been further developed by industrial and institutional users. In addition, proposed project circulation is substantially different from that envisioned in the previous EIR. Further, it should also be noted that the internal roadway network differs from that envisioned and evaluated in the Rancho Mariposa/Mariposa Road Projects EIR (EIR 5-91) and the Rancho Mariposa Project Supplemental EIR (SEIR 5-91/IS 13-95). While the previous information remains valid for general purposes, a revised traffic study was prepared for the current project by CCS Planning and Engineering (CCS Planning and Engineering, 1997) to provide information sufficient to support current City decision-making.

The full text of the CCS Planning and Engineering report is shown in Appendix E, including a number of maps and diagrams providing specific lane geometry and projected traffic levels at each of the study locations. The following Setting and Impacts sections are summarized from the CCS report but set forth all of the potentially significant effects identified by CCS as well as the mitigation measures needed to address the identified significant effects.

The City of Stockton is currently preparing, and conducting environmental review for the Arch/Sperry Specific Road Plan in preparation for adoption of the Specific Plan. Among other issues, the Specific Plan defines ultimate improvements to Arch Road in the vicinity of the project. These improvements would include a four-lane road with a 22-foot raised median. These improvements are designed to accommodate cumulative future traffic in the project area.

Setting

The following roadways were subject to analysis in the CCS study. The locations of roads and intersections subject to analysis are shown on Figure 14.

Arch Road is an east-west arterial approximately two miles in length which runs between SR 99 and Austin Road. Arch Road is an undivided 2-lane facility which is generally unimproved with narrow lanes and narrow shoulders except for the westbound lanes between Frontier Way and East SR 99 Frontage Road which were improved with curb, gutter and sidewalk to accommodate light industrial development. The roadway continues west of SR 99 as Arch-Airport Road to Airport Way, then further west to McKinley Road as Sperry Road. Arch-Airport Road is also an undivided 2-lane roadway except between Giannecchini Lane and West SR 99 Frontage Road where two westbound lanes exist. Arch Road is posted at 55 mph east of Frontier Way, while Arch Road west of Frontier Way and Arch-Airport Road is posted at 45 mph.

Mariposa Road (County Road J7) is a 2-lane undivided arterial which runs diagonally in a northwest-to-southeast configuration. The roadway begins in the City of Stockton at Charter Way (SR 26), continues southeast through the SR 99 interchange, and terminates at Escalon-Bellota Road near the southwest corner of San Joaquin County. West of SR 99, the roadway is posted at 45 mph and serves generally commercial and residential development. East of SR 99, the roadway is posted at 50 mph and serves light industrial, rural residential, and agricultural development.

East SR 99 Frontage Road & West SR 99 Frontage Road are undivided 2-lane frontage roads located to the immediate east and west of SR 99 between Mariposa Road and the hook ramps to/from SR 99 approximately 1-1/2 miles south of Arch Road. The roadways serve light industrial, commercial, and residential development, and are posted at 35 mph.

Qantas Lane is a north-south 2-lane collector which runs north from Arch Road approximately 1/2 mile to Boeing Way, and serves primarily commercial and light industrial developments.

Frontier Way is a north-south 2-lane collector which runs north from Arch Road approximately 1/2 mile to Gold River Lane, and serves primarily commercial and light industrial developments.

The following intersections were selected, with input from City of Stockton traffic engineering staff, for existing conditions analysis:

1. Arch-Airport Road/Qantas Lane
2. Arch-Airport Road/West SR 99 Frontage Road
3. Arch Road/East SR 99 Frontage Road
4. Arch Road/Frontier Way
5. Arch Road/Newcastle Road
6. Mariposa Road/West SR 99 Frontage Road
7. Mariposa Road/East SR 99 Frontage Road

All seven of the study intersections are currently unsignalized. Existing intersection lane geometrics are depicted in Figure 2 of Appendix E.

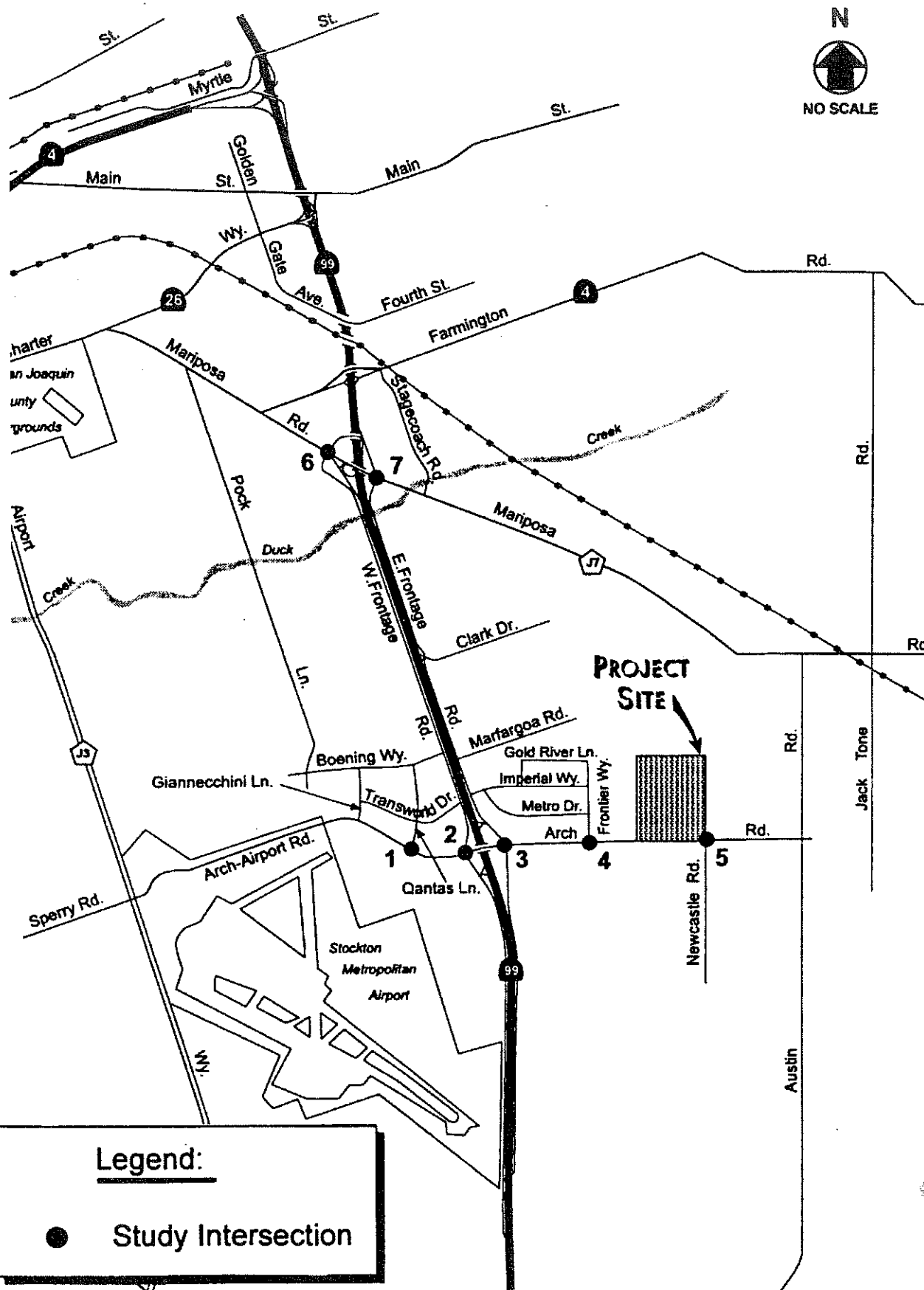


Figure 14
ROADS AND INTERSECTIONS
SUBJECT TO TRAFFIC ANALYSIS

Existing PM peak hour traffic volumes were collected by CCS at each of the seven study intersections. Existing PM peak hour traffic volumes are depicted in Figure 15. Intersection operations were evaluated for the PM peak hour at each of the seven intersections using the Level of Service concept.

The operating conditions experienced by motorists are described as "levels of service" (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F," from best to worst, which cover the entire range of traffic operations that might occur. Levels of service "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions. The City of Stockton utilizes a LOS "D" goal for intersection operating conditions. Level of service criteria for signalized and unsignalized intersections are shown in Tables 4 and 5.

Methodologies used to analyze levels of service at signalized and unsignalized intersections as well as criteria, or "warrants," for signalization are described in detail in Appendix E.

Existing Traffic Conditions

Existing intersection traffic volumes and levels of service were calculated for each of the seven study intersections, all of which are currently unsignalized. Existing traffic volumes and levels of service are summarized for Existing Conditions as well as the Existing Plus Approved Projects and the Existing Plus Approved Projects Plus the Proposed Project scenarios on Figure 15 and in Table 6. Detailed intersection operation calculations are included in Appendix E.

Under Existing Conditions, six of the seven existing study intersections were found to be operating overall at acceptable levels of service, LOS D or better (no more than 30 seconds of overall delay per vehicle), during the PM peak hour. The following intersection was found to operate overall at an unacceptable level of service, LOS E, during the PM peak hour:

Intersection 2. Arch-Airport Road/West SR 99 Frontage Road
(LOS E @ 31.3 sec. avg. delay/veh)

The unsignalized intersection of Arch-Airport Road/West SR 99 Frontage Road does not currently satisfy the "urban" peak hour signal warrant for PM peak hour conditions.

Existing Plus Approved Project (EPAP) Traffic Conditions

This section describes the traffic conditions which would exist when traffic volumes associated with already-approved projects in the vicinity of the proposed project are added to existing traffic volumes. This traffic scenario, and the traffic improvements which would be needed under this scenario, provide a baseline from which to forecast impacts from the proposed project, and to identify additional improvements needed to "mitigate" project impacts. The approved projects considered in this analysis as well as trip generation and trip distribution assumptions, are described in detail in Appendix E. This analysis assumed essentially the same roadway network, study intersections, and intersection geometrics and traffic control assumed for the Existing Setting scenario.

TABLE 4
LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS

Level of Service	Stopped Delay per Vehicle (secs)	Description
A	0 - 5.0	Very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	5.1 - 15.0	Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS "A," causing higher levels of average delay.
C	15.1 - 25.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though may still pass through the intersection without stopping.
D	25.1 - 40.0	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	40.1 - 60.0	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 60.0	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

TABLE 5
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTIONS

Level of Service	Total Delay per Vehicle (Seconds)	Description
A	0 - 5.0	Little or no delay
B	5.1 - 10.0	Short traffic delay
C	10.1 - 20.0	Average traffic delays
D	20.1 - 30.0	Long traffic delays
E	30.1 - 45.0	Very long traffic delays
F	> 45.0	Extreme delays potentially affecting other traffic movements in the intersection

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

TABLE 6
EXISTING INTERSECTION OPERATIONS
PM PEAK HOUR

	Existing Intersection	Control	LOS	Delay (seconds)
1	Arch-Airport / Qantas Rd.	Minor Stop	A	(1.3)
2	Arch-Airport / W. SR-99 Frontage	4-way stop	E	(31.3)
3	Arch / E. SR-99 Frontage	4-way stop	B	(8.5)
4	Arch / Frontier Way	Minor Stop	A	(0.9)
5	Arch / Newcastle	Minor Stop	A	(3.8)
6	Mariposa / W. SR-99 Frontage	Minor Stop	A	(2.3)
7	Mariposa / E. SR-99 Frontage	Minor Stop	A	(2.6)

Notes:

Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds).

Minor Stop = Only the minor street stops

Traffic volumes during the PM peak hour under the EPAP scenario are shown in Figure 15. EPAP intersection operations in terms of levels of service were evaluated for the PM peak hour at the study intersections and are summarized in Table 8. Detailed intersection operation calculations are included in Appendix E.

The addition of traffic generated by the approved projects will create operational deficiencies (LOS E or F) at the following two study intersections during the PM peak hour:

- Intersection 2. Arch-Airport Road/West SR 99 Frontage Road
(LOS F @ 734.8 sec. avg. delay/veh)
- Intersection 7. Mariposa Road/East SR 99 Frontage Road
(LOS F @ incalculably high (overflow) avg. delay/veh)

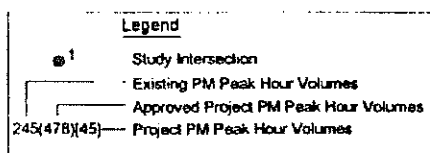
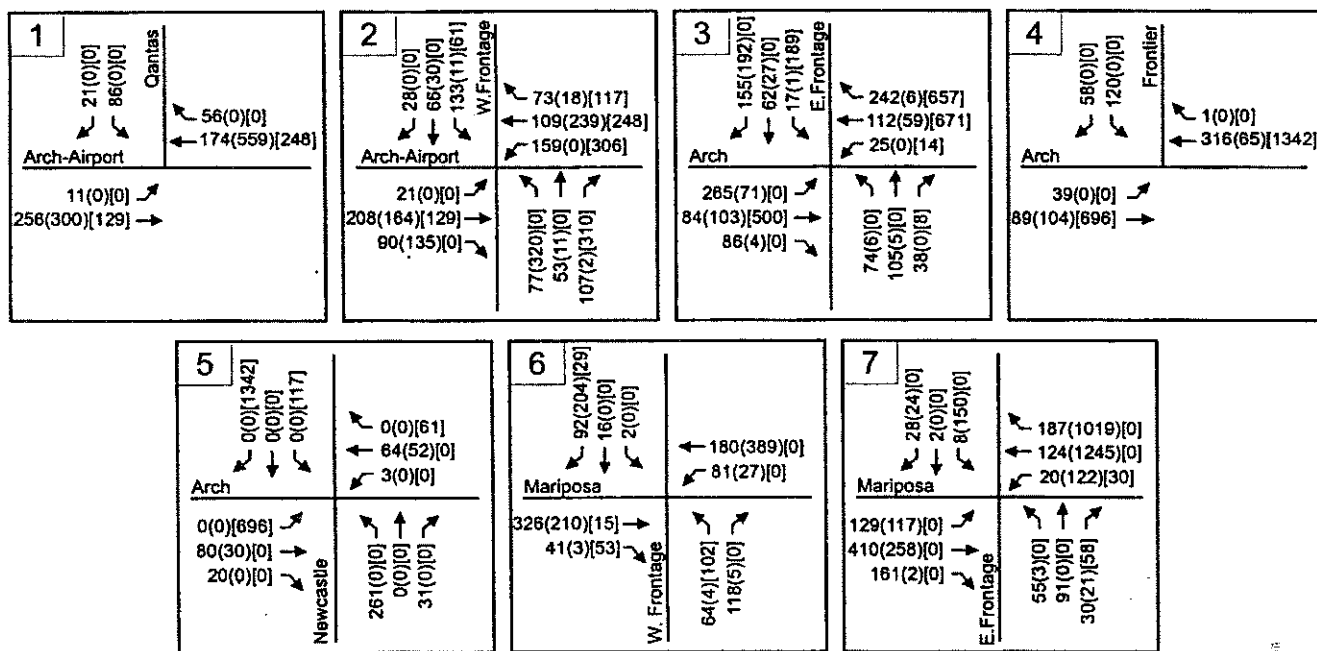
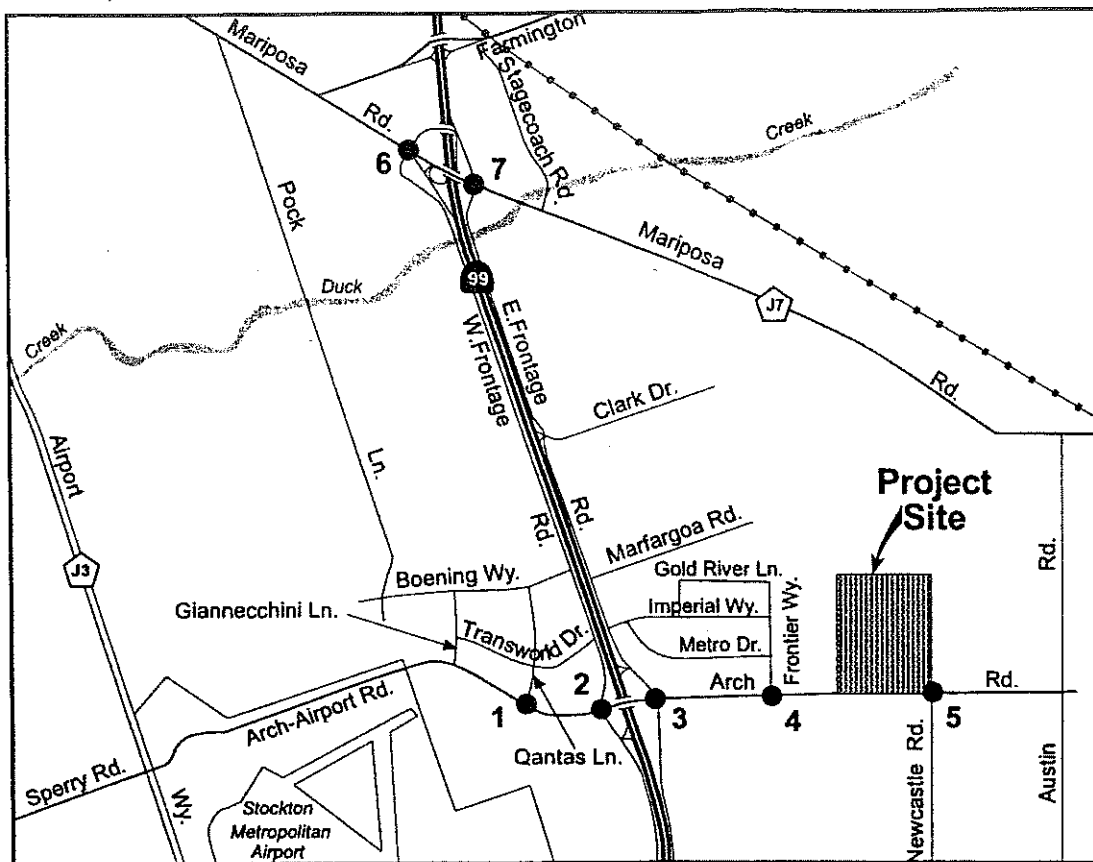
To establish a baseline for analysis of project impacts, improvements were recommended at the two intersections with operational deficiencies under the EPAP scenario. These improvements, needed under future conditions with or without the project, are assumed to be constructed under EPAP Plus Project scenario and are referred to in that analysis as "improved geometrics":

- Intersection 2. The intersection would meet Caltrans peak hour signal warrants and should be signalized. In addition, exclusive left turn lanes should be added on all four approaches, with the SB approach striped to accommodate a left and combined through-right. These improvements would provide LOS C operation during the PM peak.
- Intersection 7. The intersection would meet Caltrans peak hour signal warrants and should be signalized. In addition, exclusive left turn lanes should be added on the EB, SB and NB approaches. Additionally, it is recommended that a second WB through lane be added. These improvements would provide LOS D operation during the PM peak.

Impacts under EPAP Plus Project Conditions

This section summarizes the impacts associated with development of the proposed project site when traffic volumes generated by the project are added to EPAP volumes at the study intersections. The intersections were assumed to be improved as described in the previous section.

Trip Generation: Trip generation to and from the proposed project was established using trip generation rates utilized by the City of Stockton for light industrial/warehouse land uses. Under these assumptions, the proposed project is estimated to add 14,054 daily trips to area roadways and intersections; 2,216 of these trips would occur during the PM peak hour. Trip generation calculations are summarized in Table 7.



Source: CCS Planning and Engineering

Figure 15
EXISTING, EPAP & EPAP
PLUS PROJECT PM PEAK

TABLE 7
PROJECT TRIP GENERATION
(PM Peak Hour)

Land Use	Size	Daily Rate/Trips*	Inbound Rate/Trips	PM Peak Hour	
				Outbound Rate/Trips	Total Rate/Trips
Light Industrial, Warehouse	2,702.7 thousand square feet	5.20/ 14,054	0.28/757	0.54/ 1,459	0.82/ 2216

* "Rate" units are daily trips/thousand square feet
"Trips" are trip ends/day

Trip Distribution: Trip distribution patterns to and from the proposed project, shown on Figure 16, were based on typical existing trip distribution patterns as used within Mariposa Road/Rancho Mariposa Projects Final EIR 5-91 (Valley Planning Consultants, 1994a) and Airport Gateway Center Supplemental EIR (InSite Environmental, 1997). Trip distribution patterns as used in these reports were derived from the City of Stockton traffic model developed originally for the Stockton General Plan Update (SGPU). The distribution simulates focal patterns of trip making, matching residential trips with other uses such as employment, shopping, business, and education.

PM peak hour traffic volumes to and from the proposed Arch Road Industrial Site were distributed and added to EPAP PM peak hour traffic volumes at each of the study intersections. The most significant traffic increases generated by the project would be along Arch Road between the West SR-99 Frontage Road and Newcastle Road. Figure 15 displays the PM peak hour traffic volumes which would be added by the proposed project.

For this analysis, a significant traffic impact at an intersection was assumed to occur when the traffic generated by the proposed project degrades the level of service of the intersection from an acceptable level of service (LOS A, B, C or D) without the project to an unacceptable level of service (LOS E or F) with the project.

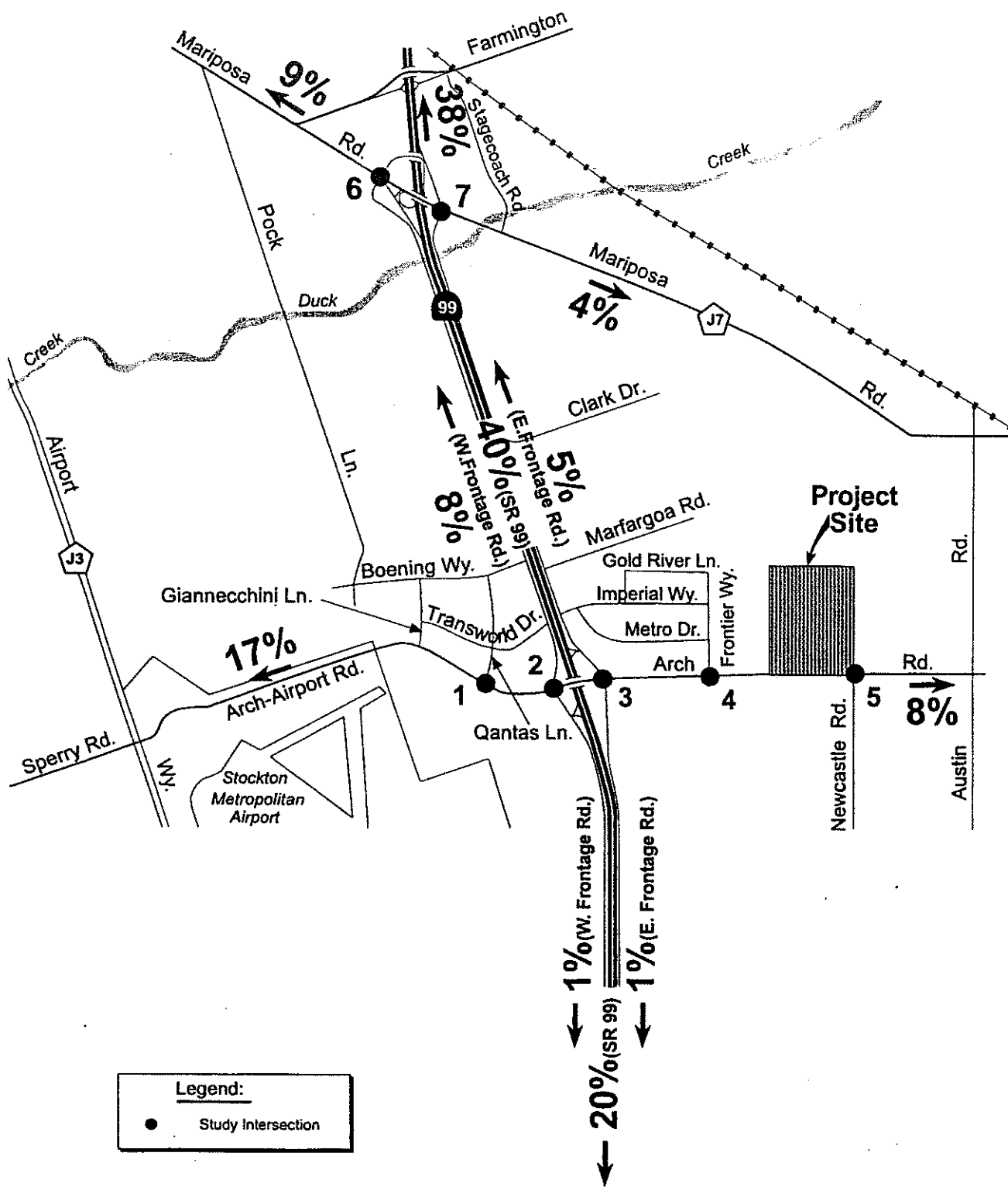
Using these assumptions, intersection operations were evaluated in terms of levels of service for the PM peak hour at the seven study intersections for the EPAP plus Project scenario. Operations are summarized in Table 8. Detailed intersection operation calculations are included in Appendix E. Traffic generated by the project will create significant impacts at the following five study intersections during the PM peak hour:

- Intersection 2. Arch-Airport Road/West SR-99 Frontage Road
(LOS F @ 84.9 sec. avg. delay/veh)
- Intersection 3. Arch Road/East SR 99 Frontage Road (LOS F @ 768 sec. avg. delay/veh)
- Intersection 5. Arch Road/Newcastle Road
(LOS F @ incalculably high (overflow) avg. delay/veh)

TABLE 8
EXISTING PLUS APPROVED PROJECTS (EPAP) PLUS PROJECT MITIGATED INTERSECTION OPERATIONS
PM PEAK HOUR

Intersection	Control with Improved Geometrics	EPAP (imp geo)		EPAP + Project		Mitigation	EPAP + Project (with Mitigation)	
		LOS	Delay (seconds)	LOS	Delay (seconds)		LOS	Delay (seconds)
1 Arch - Airport / Qantas	Minor Stop	A	(2.3)	B	(5.5)			
2 Arch - Airport / W. SR-99 Frontage	Signalized	C	(23.1)	F	(84.9)	Add exclusive NB and EB right	D	(26.2)
3 Arch / E. SR-99 Frontage	4-way stop	C	(17.2)	F	(768)	Signalize, add exclusive left on SB, EB and WB approaches	D	(29.4)
4 Arch / Frontier Way	Minor Stop	A	(0.8)	A	(2.4)			
5 Arch / Newcastle	Minor Stop	A	(3.8)	F	(overflow)	Signalize, add SB channelized free right (turning into added WB auxiliary lane), add exclusive lefts on all approaches	C	(17.4)
6 Mariposa / W. SR- 99 Frontage	Minor Stop	C	(14.2)	F	(298)	Signalize, add exclusive NB, SB and WB lefts	C	(24.6)
7 Mariposa / E. SR- 99 Frontage	Signalized	D	(38.6)	E	(48.5)	Add exclusive NB right	D	(34.8)

Notes: Improved Geometrics= Intersection control associated with any recommended improvements to accommodate approved projects. Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds). Minor Stop = Only the minor street stops. **Bold indicates Project Impact**



Scale: None

Source: CCS Planning and Engineering

Figure 16
PROJECT TRIP DISTRIBUTION

- Intersection 6. Mariposa Road/West SR-99 Frontage Road (LOS F @ 298 sec. avg. delay/veh)
- Intersection 7. Mariposa Road/East SR 99 Frontage Road (LOS E 48.5 sec. avg. delay/veh)

Improvements needed to return the intersections to acceptable levels of service during the PM peak hour, as identified by CCS, are summarized below. These improvements are in addition to those prescribed for the EPAP base conditions.

- Intersection 2. Add an exclusive NB and EB right turn lane. This and improvements prescribed for EPAP would provide LOS D operation during the PM peak.
- Intersection 3. Signalize the intersection. Add an exclusive left turn lane on the SB, EB and WB approaches. These improvements would provide LOS D operation during the PM peak.
- Intersection 5. Signalize the intersection. Add an exclusive, channelized SB right turning into a newly added WB auxiliary lane to Arch Road between Newcastle Road and the future cul-de-sac road (the auxiliary lane could potentially become an exclusive WB right turn lane at future new cul-de-sac road). Add an exclusive left turn lane on each of the four approaches. These improvements would provide LOS C operation during the PM peak.
- Intersection 6. Signalize the intersection. Add an exclusive left turn lane to the NB, SB and WB approach. These improvements would provide LOS C operation during the PM peak.
- intersection 7. Add an exclusive NB right turn lane. This improvement would provide LOS D operation during the PM peak hour.

Impacts Under Cumulative Plus Project Conditions

The CCS study also considered traffic conditions with buildout of the project in conjunction with the development of other lands in the project vicinity which are designated for development in the Stockton General Plan. This section describes anticipated traffic operations in the study area under those conditions.

To accommodate projected increases in traffic volumes in the vicinity of the proposed project, particularly traffic to and from the Stockton Metropolitan Airport and nearby light industrial development, additional roadway and intersection improvements are known to be required and were assumed to be constructed in the cumulative scenario. These improvements, identified with the assistance of City of Stockton traffic engineering staff, are shown on Figure 17.

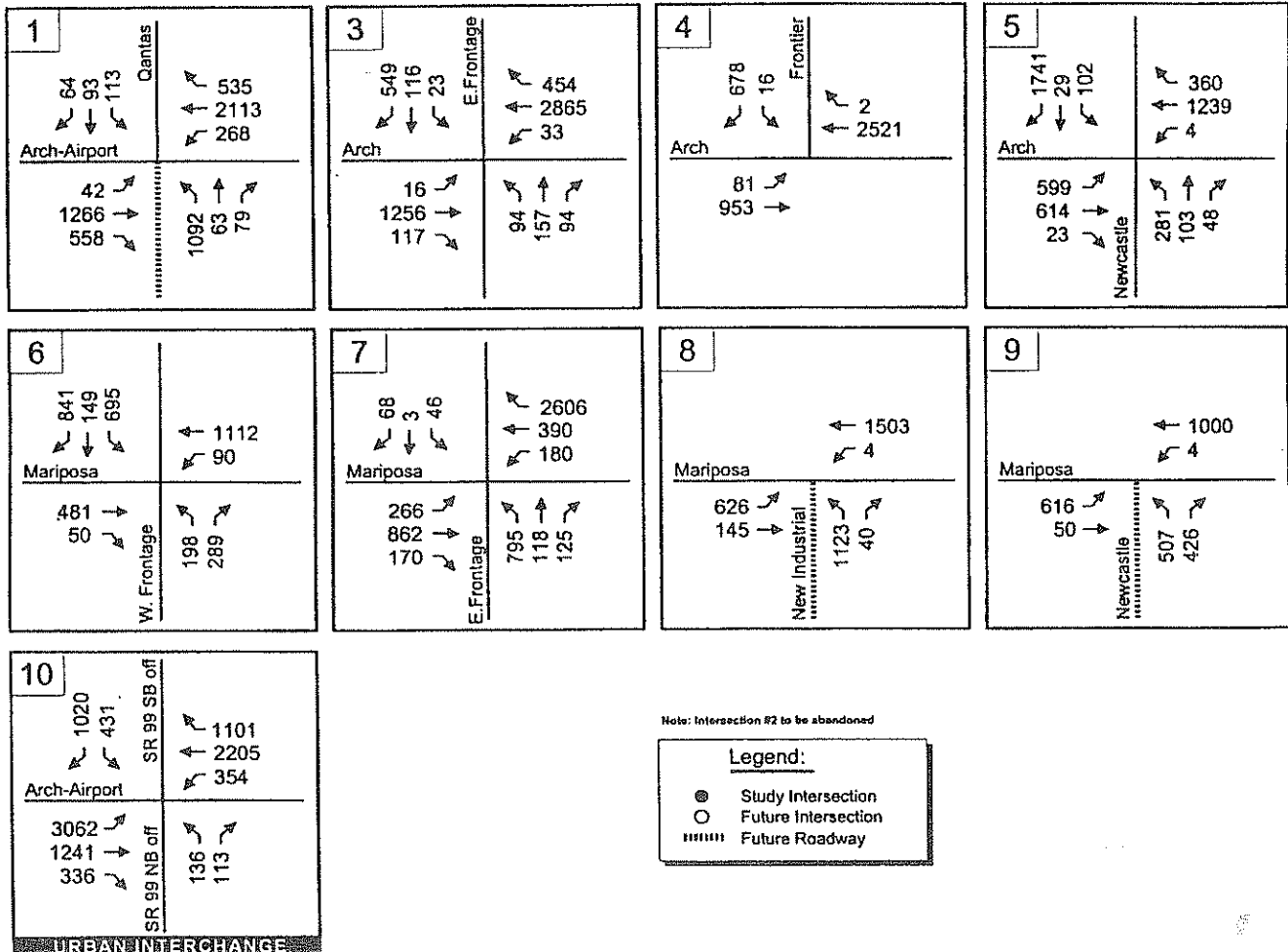
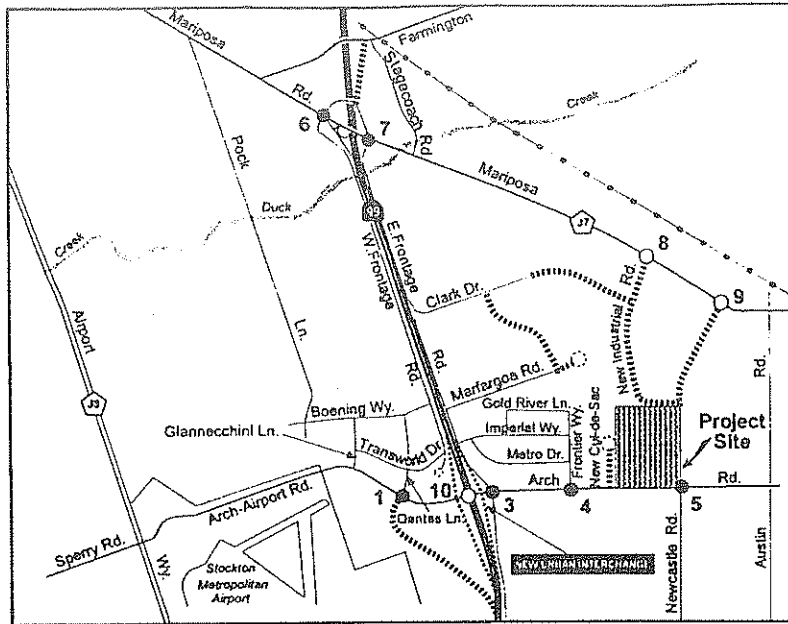
These improvements, detailed in Appendix E, would include extension of Newcastle Road north to Mariposa Road, other connections from extended Newcastle to Mariposa Road and Clark Drive, major improvements to Arch-Airport Road and Arch Road east and west of SR-99, and construction of a new urban interchange at Arch-Airport Road and SR 99. Proposed improvements to the SR-99/Arch-Airport Road interchange are based on

proposed design plans as detailed in the Project Study Report prepared for Caltrans and dated May 15, 1998. This report provides improvements to be completed in 2-phases. The first phase would reconfigure the existing interchange into a single-point urban interchange. The Cumulative plus Project analysis within this report assumes that improvements are confined to this improvement alone. The second phase of improvements at the interchange would provide fly-over ramps between southbound SR-99 and the airport, and between the airport and northbound SR-99. This improvement would result in a significant redistribution of traffic, which would include eliminating traffic from the urban intersection which travels between the SB SR 99 lanes and the airport. The cumulative traffic analysis also assumed that improvements required under the Existing plus Approved Project, and mitigation recommended as part of Existing plus Approved Project plus Project scenario would be constructed.

Figure 18 shows projected PM peak hour traffic volumes for the Cumulative plus Project scenario at each of the nine cumulative conditions study intersections (Figure 17). Traffic volumes associated with the proposed project were not isolated from overall scenario volumes.

Intersection levels of service were evaluated at each of the nine study intersections and are summarized in Table 9. Projected traffic volumes for the Cumulative plus Project scenario would result in deficient operation (LOS E or F) at the following eight cumulative scenario study intersections during the PM peak hour:

- Intersection 1. Arch-Airport Road/Qantas Lane
(LOS F @ 146 avg. delay/veh)
- Intersection 3. Arch Road/East SR-99 Frontage Road
(LOS F @ 85.2 sec avg. delay/veh)
- Intersection 5. Arch Road/Newcastle Road
(LOS F @ 85.8 sec avg. delay/veh)
- Intersection 6. Mariposa Road/West SR-99 Frontage Road
(LOS F @ 185 sec avg. delay/veh)
- Intersection 7. Mariposa Road/East SR-99 Frontage Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
- Intersection 8. Mariposa Road/New Industrial Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
- Intersection 9. Mariposa Road/Newcastle Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
- Intersection 10. Arch-Airport Road/SR-99 Ramps
(LOS F @ incalculably high (overflow) avg. delay/veh)



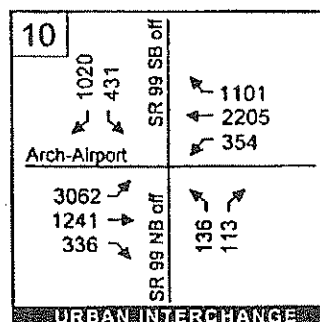
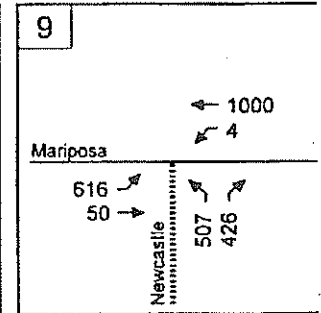
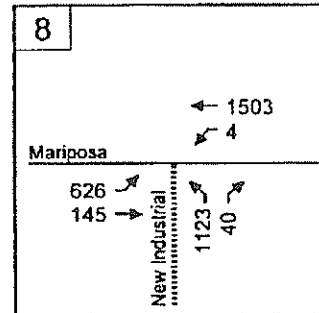
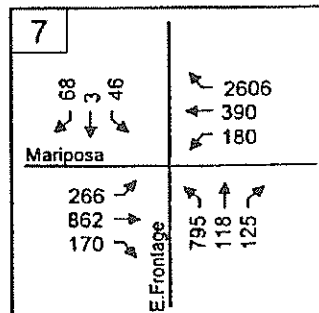
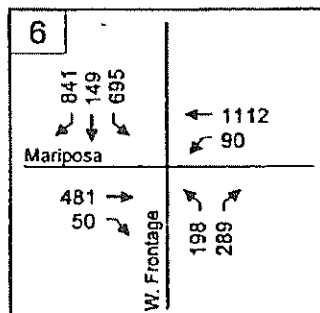
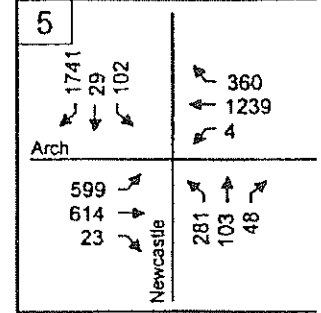
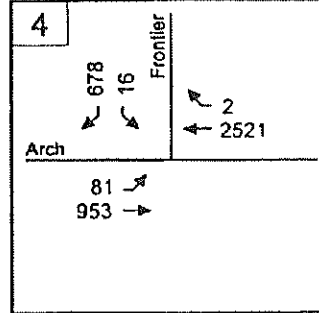
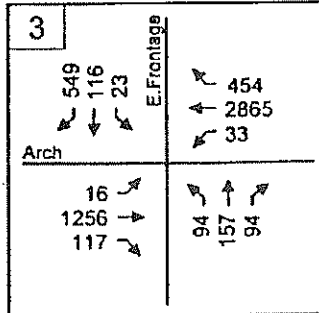
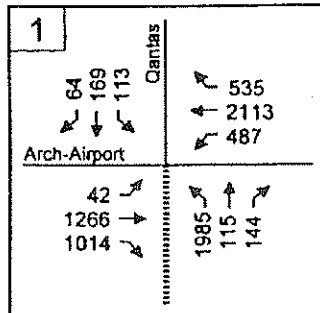
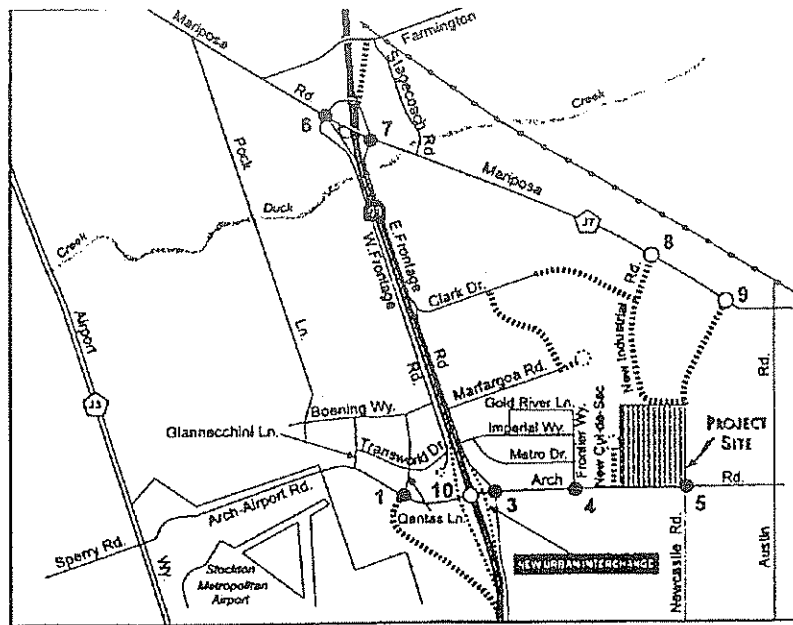
Scale: None

Source: CCS Planning and Engineering

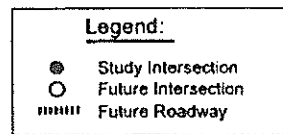


INSITE ENVIRONMENTAL

Figure 17
FUTURE ROADWAY NETWORK



Note: Intersection #2 to be abandoned



Scale: None

Source: CCS Planning and Engineering



INSITE ENVIRONMENTAL

Figure 18
CUMULATIVE + PROJECT PM
PEAK HOUR VOLUMES

Roadway improvements and other mitigation measures needed to maintain acceptable roadway function are described in detail in Appendix E. A primary means of implementing these measures are contributions by the proposed project, and other new development, to the City of Stockton traffic mitigation fee program. Development projects must also make proportionate share contributions, based on traffic loadings, to other necessary traffic improvements which are not already included in the fee program. Where improvements must be made in conjunction with project development, the applicant will be required to construct or fund construction of certain improvements up-front.

Physical improvements needed to provide acceptable levels of service during the PM peak hour are briefly described below and listed in Table 9.

- Intersection 1. Provide dual NB left turn lanes. This improvement would provide LOS D operation during the PM peak.
- Intersection 3. Provide an exclusive WB right lane, stripe the combined through-right lane as through-only. This improvement would provide LOS D operation during the PM peak.
- Intersection 5. Restripe the SB through as a combined through-right, in addition to the exclusive, channelized SB right recommended for existing plus project conditions. Add an additional EB left turn lane creating dual EB lefts. These improvements would provide LOS D operation during the PM peak.
- Intersection 6. Restripe the SB though as a combined through-right, in addition to the existing channelized SB right. Add an additional WB through lane. These improvements would provide LOS D operation during the PM peak.
- Intersection 7. Add an additional WB exclusive right turn lane, configure the two WB rights as channelized free-right turns into one or two added NB lanes north of Mariposa Road. These improvements would provide LOS D operation during the PM peak.
- Intersection 8. Signalize the intersection. Add an additional exclusive NB left turn lane, resulting in dual NB lefts, and an additional WB through lane west of the intersection to receive the two left turn lanes. These improvements would provide LOS C operation during the PM peak. Although not necessary to provide acceptable PM peak hour operations, CCS recommended further analysis of whether a second EB lane west of the intersection would be warranted to accommodate AM peak hour traffic.
- Intersection 9. Signalize the intersection. This improvement would provide LOS C operation during the PM peak.
- Intersection 10. Complete Phase 2 of the urban interchange improvements. Additional ramps would significantly reduce the volumes at the interchange, and would likely provide acceptable, or near acceptable, levels of service at the intersection.

TABLE 9
CUMULATIVE PLUS PROJECT MITIGATED INTERSECTION OPERATIONS (PM PEAK
HOUR)

Intersection	Control	Cumulative + Project		Mitigation	Cumulative + Project (with Mitigation)	
		LOS	(Delay)		LOS	(Delay)
1 Arch-Airport/ Qantas Rd.	Signalized	F	(146)	Add additional NB left (dual lefts)	D	(25.3)
3 Arch/E. SR-99 Frontage	Signalized	F	(85.2)	Add exclusive WB right	D	(38.1)
4 Arch/Frontier Way	Signalized	B	(9.2)		B	(9.2)
5 Arch/Newcastle	Signalized	F	(85.8)	Restripe SB through as combined through-right, add additional EB left (dual lefts)	D	(29.3)
6 Mariposa/W. SR-99 Frontage	Signalized	F	(185)	Restripe SB through as combined through-right, add additional WB through	D	(30.9)
7 Mariposa/E. SR-99 Frontage	Signalized	F	(ovrflw)	Add additional WB right & make both WB rights channelized free rights into 1 or 2 added NB lanes	D	(32.3)
8 Mariposa/New Industrial	Minor Stop	F	(ovrflw)	Signalize, add additional NB left & additional WB through (along potentially with additional EB through) (1)	C	(16.7)
9 Mariposa/Newcastle	Minor Stop	F	(ovrflw)	Signalize	C	(19.2)
10 Arch-Airport/SR-99 ramps	Signalized	F	(ovrflw)	Add Phase 2 interchange improvements with separate ramps to airport.	See note (2)	

Notes: Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in sec). Minor Stop = Only the minor street stops. Intersection #2 to be abandoned. Addition of exclusive lefts & rights requires restriping of combined thru-left & thru-right as thru only unless described otherwise. (1) = Addition of EB through improves LOS to C (16.0 seconds delay). (2) = Phase 2 interchange improvements will result in significant redistribution of traffic including reductions at the Arch Airport/SR-99 urban interchange (see description on page 4-32). Although the LOS of the intersection would be significantly improved, its calculation requires advanced analysis.

Impacts Under Cumulative Plus Project (Commercial Alternative) Conditions

Existing zoning on the proposed project site permits industrial land uses as well as commercial development which can result in greater traffic generation than industrial uses. To account for this possibility, potential traffic generation was analyzed assuming commercial development of the project site, a "worst case" scenario. The analysis assumed a Floor Area Ratio (FAR) of 0.30 and potential commercial development of approximately 1.4 million square feet. The analysis assumed the same planned roadway and intersection improvements as the industrial alternative described above.

Trip generation from commercial development was estimated using trip generation rates utilized by the City of Stockton for general commercial land uses. With these assumptions, commercial development is estimated to add 67,568 daily trips to area roadways and intersections. Approximately 4,365 of these trips would occur during the PM peak hour. Commercial development would result in approximately 53,500 more daily trips (an approximate 480% increase) and 2,150 more PM peak hour trips (an approximate 200% increase) than estimated for industrial development.

Projected PM peak hour traffic volumes for cumulative conditions with commercial development are shown in Figure 19. Intersection levels of service at the study intersections are summarized in Table 10. Detailed intersection operation calculations are included in Appendix E.

Projected traffic volumes for cumulative conditions with commercial development would will result in deficient operation (LOS E or F) during the PM peak hour at the following eight study intersections:

- Intersection 1. Arch-Airport Road/Qantas Lane
(LOS F @ 96.3 sec avg. delay/veh)
- Intersection 3. Arch Road/East SR-99 Frontage Road
(LOS F @ 99.4 sec avg. delay/veh)
- Intersection 5. Arch Road/Newcastle Road
(LOS F @ 355 sec avg. delay/veh)
- Intersection 6. Mariposa Road/West SR-99 Frontage Road
(LOS F @ 201 sec avg. delay/veh)
- Intersection 7. Mariposa Road/East SR-99 Frontage Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
- Intersection 8. Mariposa Road/New Industrial Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
- Intersection 9. Mariposa Road/Newcastle Road
(LOS F @ 985 sec avg. delay/veh)
- Intersection 10. Arch-Airport Road/SR-99 Ramps
(LOS F @ incalculably high (overflow) avg. delay/veh)

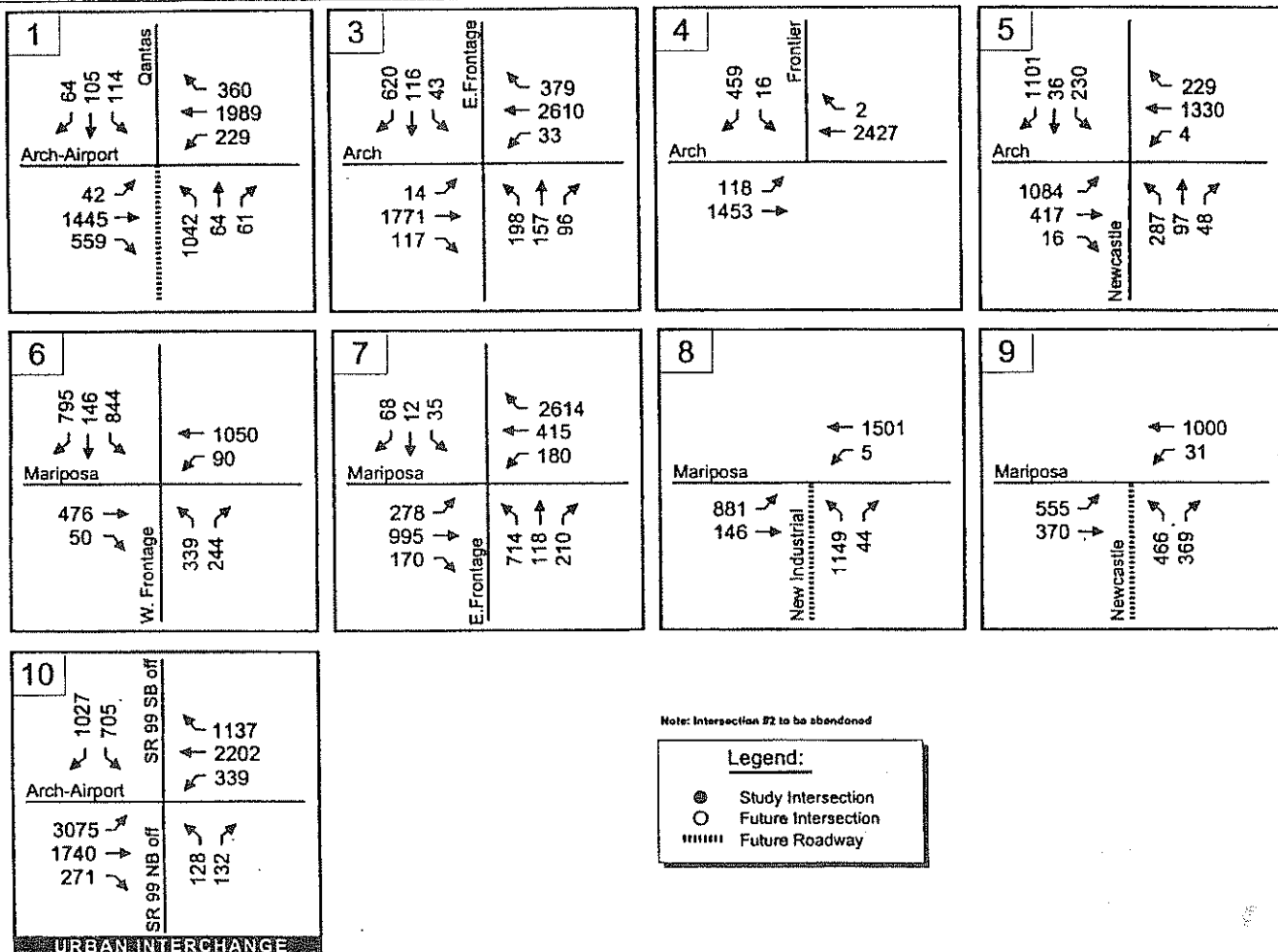
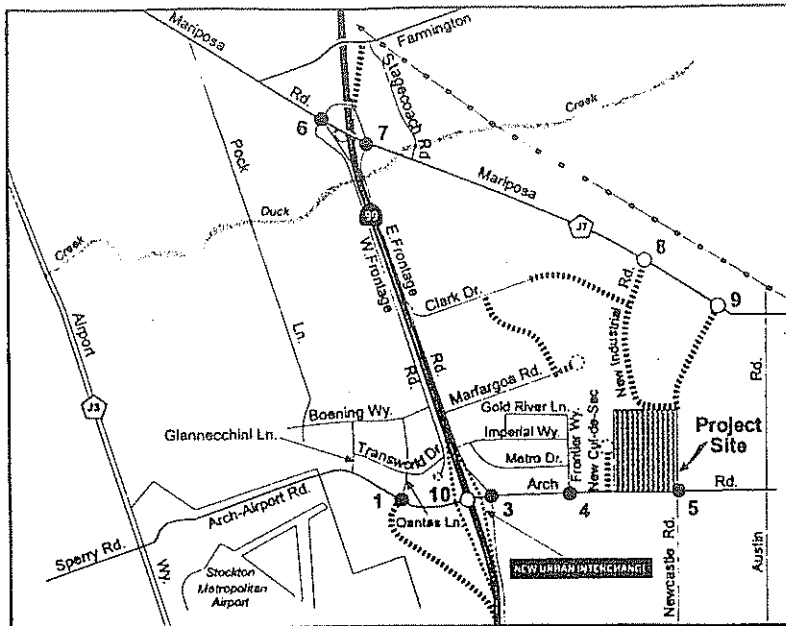
Methods for providing mitigation for traffic impacts under this scenario would be as described for the industrial scenario described above. Improvements which would provide acceptable levels of service during the PM peak hour at the impacted intersections are outlined below. These improvement requirements are summarized in Table 10.

- Intersection 1. Provide dual NB left turn lanes. This improvement would provide LOS C operation during the PM peak.
- Intersection 3. Provide exclusive WB right lane, stripe the SB through as a combined through-right. These improvements would provide LOS C operation during the PM peak.
- Intersection 5. Add an additional (3rd) WB through lane, and reconfigure the channelized SB right turn lane recommended for existing plus project conditions into the relocated WB auxiliary lane (fourth WB lane) between Newcastle Road and the new cul-de-sac road. Add an additional EB left turn lane. These improvements would provide LOS D operation during the PM peak.
- Intersection 6. Restripe the SB through as a combined through-right lane in addition to the existing channelized SB right. Add an additional WB through lane. These improvements would provide LOS D operation during the PM peak.
- Intersection 7. Add an additional exclusive right turn lane, configure the two WB rights as channelized free-right turns into one or two added NB lanes north of Mariposa Road. Add an exclusive NB left turn lane in addition to the existing combined through-left lane. These improvements would provide LOS D operation during the PM peak.
- Intersection 8. Signalize the intersection. Add an additional exclusive left turn lane, resulting in dual NB lefts, and an additional WB through lane west of the intersection to receive the two left turn lanes. These improvements would provide LOS C operation during the PM peak. As with the industrial alternative, CCS recommended consideration of whether a second EB lane west of the intersection would be warranted to accommodate AM peak hour traffic.
- Intersection 9. Signalize the intersection. This improvement would provide LOS C operation during the PM peak.
- Intersection 10. Complete Phase 2 of the urban interchange improvements. Additional ramps would significantly reduce the volumes at the interchange, and would likely provide acceptable, or near acceptable, levels of service at the intersection.

TABLE 10
CUMULATIVE PLUS ALTERNATIVE PROJECT
MITIGATED INTERSECTION OPERATIONS
(PM PEAK HOUR)

Intersection	Control	Cumulative + Project		Mitigation	Cumulative + Project (with Mitigation)	
		LOS	(Delay)		LOS	(Delay)
1 Arch-Airport/ Qantas Rd.	Signalized	F	(96.3)	Add additional NB left (dual lefts)	C	(22.8)
3 Arch/E. SR-99 Frontage	Signalized	F	(99.4)	Add exclusive WB right & restripe SB through as combined through-right	C	(24.2)
4 Arch/Frontier Way	Signalized	B	(9.0)		B	(9.0)
5 Arch/Newcastle	Signalized	F	(355)	Add 3 rd WB lane beginning east of intersection, add additional EB left (dual left)	D	(34.9)
6 Mariposa/W. SR- 99 Frontage	Signalized	F	(201)	Restripe SB through as combined through-right, add additional WB through	D	(37.6)
7 Mariposa/E. SR- 99 Frontage	Signalized	F	(over- flow)	Add additional WB right & make both WB rights channelized free rights into 1 or 2 added NB lanes	D	(30.3)
8 Mariposa/New Industrial	Minor Stop	F	(over- flow)	Signalize, add additional NB left & additional WB through	C	(19.7)
9 Mariposa/ Newcastle	Minor Stop	F	(985)	Signalize	C	(17.4)
10 Arch-Airport/SR- 99 ramps	Signalized	F	(over- flow)	Add Phase 2 interchange improvements with separate ramps to airport.	see note (1)	

Notes: Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds). Minor Stop = Only the minor street stops. Intersection #2 to be abandoned. Addition of exclusive lefts and rights requires restriping of combined through-left and through-right as through only unless described otherwise. (1) = Phase 2 interchange improvements will result in significant redistribution of traffic including reductions at the Arch Airport/SR-99 urban interchange see note on page _____. Although the LOS of the intersection would be significantly improved, its calculation requires advanced analysis. **Bold indicates deficient operation.**



Scale: None

Source: CCS Planning and Engineering



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Figure 19
CUMULATIVE + PROJECT
(COMMERCIAL ALTERNATIVE)
PM PEAK HOUR VOLUMES

Significance of Traffic Impacts and Mitigation Measures

Each of the future development scenarios addressed above would involve potentially significant traffic effects in that new traffic would cause the Level of Service at one or more intersections to drop below the City of Stockton's acceptability standard of LOS D. The proposed project would add to projected traffic and improvement needs under the Existing Plus Approved Projects scenario and contribute to future traffic under the Cumulative Plus Project scenario. These improvement needs have been identified in previous sections in the analysis of the various scenarios. Mitigation requirements are summarized in Table 11. These mitigation measures are expected to provide acceptable levels of service at all study intersections. Therefore, the proposed roadway network is anticipated to provide adequate circulation to serve the surrounding land uses.

Level of Significance: Potentially Significant

Mitigation Measures:

1. The owners, developers and successors-in-interest shall be responsible for 100% of the design and construction of subdivision roads, as shown on the Tentative Map, and as identified in this document.
2. The owners, developers and successors-in-interest shall be responsible for 100% of the design and construction costs for roadway widening and frontage improvements to Arch Road as specified in the Arch/Sperry Specific Road Plan, adjacent to the tentative map project area, and as identified in this document. In addition to these required roadway improvements adjacent to the site, the owners, developers and/or successors-in-interest shall be responsible for all interim improvements necessary to provide for adequate roadway transition to match the existing pavement.
3. The owners, developers, and/or successors-in-interest shall be responsible for their proportionate share, based on traffic loadings, of traffic improvements shown in Tables 8 and 10 and described in detail in Appendix E, the Arch Road Industrial Site Traffic Impact Analysis (CCS, 1997).
4. The owners, developers, and/or successors-in-interest (ODS) shall be responsible for the design and construction of the said traffic improvements, interim and/or ultimate, which the City, Caltrans or other agencies, in their discretion, determines are required to be completed in conjunction with the proposed project. The ODS may be entitled to fee credits or reimbursement as provided in applicable ordinances.

Significance After Mitigation: Less than significant

Implementation: Owners, developers, and/or successors-in-interest will be responsible for the payment of traffic improvement fees or proportionate share costs. Implementation shall also include any design and construction by the owners, developers and/or successors-in-interest when the improvement is deemed warranted or at the discretion of the Public Works Director.

TABLE 11
SUMMARY OF MITIGATION BY SCENARIO

	EPAP	EPAP Plus Project	Cumulative Plus Project	Cumulative Plus Alternative Project
1	Arch-Airport/ Qantas Rd.		Provide dual NB lefts	Provide dual NB lefts
2	Arch-Airport Road/West SR 99 Frontage Road	Signalize, add exclusive lefts on all approaches plus SB left and combined through-right	Add exclusive NB and EB rights	
3	Arch/E. SR-99 Frontage	Signalize, add exclusive lefts on SB, EB and WB approaches	Add exclusive WB right, stripe through-right as through-only	Add exclusive WB right & restripe SB through as combined through-right
5	Arch/Newcastle	Signalize, add exclusive, Restripe SB through as combined channelized SB right turning into through-right, add additional newly-added WB auxiliary lane left (dual lefts) between Newcastle Road and the cul-de-sac road, add exclusive lefts on all approaches		Add 3rd WB lane beginning east of intersection, make SB right channelized free right turning into added WB auxiliary lane (4th WB lane), additional EB left (dual left)
6	Mariposa/W. SR-99 Frontage	Signalize, add exclusive NB, SB and WB lefts	Restripe SB through as combined through-right, add additional WB through lane	Restripe SB through as combined through-right, add additional WB through lane
7	Mariposa/E. SR-99 Frontage	Signalize, add exclusive lefts on EB, SB and NB approaches, and second WB through lane	Add additional WB right & make both WB rights channelized free rights into 1 or 2 added NB lanes	Add exclusive NB left to existing through-left, add additional WB right & make both WB rights channelized free rights into 1 or 2 added NB lanes
8	Mariposa/New Industrial		Signalize, add additional NB left & additional WB through (along potentially with additional EB through) (1)	Signalize, add additional NB left & additional WB through
9	Mariposa/ Newcastle		Signalize	Signalize
10	Arch-Airport/SR-99 ramps		Add Phase 2 interchange improvements with separate ramps to airport.	Add Phase 2 interchange improvements with separate ramps to airport.

Monitoring: The Public Works Department will ensure that site and frontage improvements are designed and constructed in conjunction with site development. The Public Works Department and Building Division will ensure that fees are paid in conjunction with building permit issuance. The Building Division and Public Works Department shall check compliance with improvement conditions during construction.

4.9 PUBLIC SERVICES

4.9.1 Water Supply

Setting

The previous EIR addressed issues related to the City water supply, including potential impacts of overdrafting groundwater supplies. These same issues were later addressed on a city-wide basis in the Stockton General Plan EIR. As a result, this issue has received considerable municipal attention since the previous EIR was certified. The setting section is expanded to reflect this additional information.

Water Suppliers

Potable water for the Stockton Metropolitan Area is provided by three water suppliers. These suppliers are: 1) the City of Stockton Water Utility (City); 2) the California Water Service Company (Cal Water) and; 3) the County of San Joaquin (County) through County Maintenance Districts. The Stockton East Water District (SEWD) supplies treated surface water to the City, Cal Water, and the County under a four party wholesale water supply agreement. The City serves more than 28,000 connections within the City of Stockton; Cal Water serves more than 40,000 connections of which approximately 10,950 are outside of the City limits; and the County Maintenance Districts serve approximately 2,387 unmetered connections, primarily in the Lincoln Village and Colonial Heights subdivisions. All City and Cal Water services are metered. In 1995, the City supplied 42% of the total water used in the metropolitan area, while Cal Water supplied 56% and the County's Maintenance Districts supplied 2%.

The City of Stockton Water Utility provides water service to a population of approximately 90,000 in the City of Stockton and 1,000 in unincorporated portions of the Stockton urban area. The Utility operates two major water systems within the City, one serving an area in North Stockton and another serving South Stockton. The City also provides water service in a small service area which includes the Diamond Walnut Plant in South Central Stockton.

Domestic water would be provided to the proposed project by the City of Stockton's Water Utility. The sources of domestic water available to the City of Stockton to serve the development include groundwater and surface water. Historically, prior to the execution of the second amended contract between SEWD, San Joaquin County, Cal-Water, and the City, the City received less than 5% of its water from surface water supply sources. Subsequent to that amendment, the City's surface water allocation has gradually increased such that it now comprises approximately 30-40% of the water provided to customers by the City of Stockton. The other 60-70% is produced by City-owned wells from the

groundwater basin. Over the past two years, because of exceptional amounts of precipitation provided in the winter months, surface water has been more abundant and comprises the majority of the water supply distributed by the City. Surface and groundwater are used conjunctively by the urban area water purveyors.

Groundwater

Currently, the City operates 22 groundwater wells in North Stockton, 5 groundwater wells in South Stockton, and 3 in the Diamond Walnut Water System. The 22 wells in the north provide groundwater which, combined with surface water from SEWD, make up the water supply for the North Stockton system. The 5 wells in the South Stockton water system provide the water for that system exclusively. The City's Master Water Plan calls for the continued construction of wells until an adequate long term supply of surface water can be obtained which will sufficiently meet both base and peaking requirements.

Historically, combined annual groundwater pumping for municipal and agricultural uses has exceeded the safe yield of about 13,300 acre-feet for the northern portion of the basin and has caused a lowering of the ground water level. Although overdrafting has caused a deterioration of water quality in some wells due to the intrusion of poor quality water into the basin, the City's groundwater is generally of good quality, with sequestering of iron and manganese, and chlorination being the only treatment required. Iron and manganese sequestering is utilized only at a few wells which exceed the secondary contaminant levels for those constituents. Water from all wells is chlorinated prior to distribution to customers.

Salt water intrusion from connate brines under the Delta into Stockton's western regions threatens groundwater quality, and small annual increases in salinity have been noted during years with low surface water availability. However, due to additional surface water deliveries in recent wet years, groundwater has risen to pre-drought levels and the salt water intrusion condition has been somewhat relieved.

A study prepared for SEWD indicates that the use of fertilizers and pesticides has also impacted groundwater quality in the Stockton area. The study identified three areas within the Stockton groundwater basin for which there is a significant potential for migration of contaminants within the next 30 years. Two of these three areas are located within the City's service area: one in North Stockton and one in South Stockton.

Surface Water

Until 1977, groundwater was the sole source of supply for domestic water users in the Stockton area. A supplemental surface water supply was established in 1977 when the SEWD water treatment plant began operation. The SEWD plant currently has an approved treatment capacity of up to 45 million gallons per day and the main source of supply to this plant is Calaveras River water. This water, which is stored in New Hogan Reservoir, is diverted from the Calaveras River at Bellota and transported through a 12 mile long, 54-inch diameter pipeline to the Plant. After treatment, water is distributed under a water supply contract between the City, Cal Water, and the County in proportion to the total amount of water use that each agency comprises in the Stockton region. The City's current allocation accounts for approximately 42 percent of the SEWD Treatment Plant output. Cal-Water's allocation accounts for 56 percent and 2 percent is delivered to County Maintenance Districts through the City of Stockton's distribution system. SEWD is currently allotted an average of 84,000 acre-feet of Calaveras River water per year from

New Hogan Reservoir; however, 44% of this amount is an interim supply in accordance with a decision by the State Water Resources Control Board, which recognized the area of origin rights of Calaveras County to this supply.

Stockton East Water District has entered into a contract with the USBR for water from New Melones reservoir on an interim (but long-term) basis. SEWD has a maximum allotment of 75,000 acre-feet per year, and has reserved approximately 40,000 acre-feet per year of this water for domestic use in the Stockton area. This water would be conveyed from the New Melones Reservoir to the SEWD plant via a conveyance system, referred to as the New Melones Conveyance System, completed in January 1994. The City of Stockton has instituted a surface water supply connection fee to finance the new development portion of the New Melones Conveyance System. Also, in anticipation of the New Melones water, SEWD increased the overall capacity of their water treatment Plant to 60 MGD in March 1991.

Recent actions taken by the USBR to implement provisions of the Central Valley Project Improvement Act (CVPIA), Bay-Delta Agreement, and Endangered Species Act have raised doubts about the USBR's ability to honor its contractual commitment to deliver the 75,000 acre-feet per year of water to the New Melones Project. As a result of these actions, a long-term projection supplied to SEWD by the USBR indicates that New Melones water would be available to SEWD only in the wettest years when New Hogan supplies are more than sufficient to meet SEWD's needs. In an attempt to recover some of the contracted water from the New Melones Project, SEWD and the City of Stockton has filed suit against the USBR. The outcome of the legal action regarding the New Melones Project is not known at this time.

The City of Stockton is also exploring other alternatives to meet anticipated water supply requirements. These alternatives include an Application with the State Water Resources Control Board to perfect the City's rights to water in the Delta, the extension of the Folsom South Canal to San Joaquin County, the raising of Farmington Dam, the construction of South Gulch and Duck Creek reservoirs, participation to obtain water from the proposed Auburn Dam and Middle Bar dams, negotiation of an agreement with Central San Joaquin Water Conservation District to obtain a portion of their "firm" contracted CVP supply from USBR, negotiation of an agreement with South San Joaquin and Oakdale Irrigation Districts for the purchase of conserved water, and participation in a joint conjunctive use project involving north San Joaquin County water agencies, the County, and the East Bay Municipal Utility District. None of these alternatives, however, have yet been implemented.

The City of Stockton will also continue to support the efforts of San Joaquin County, Stockton East Water District, and other interested parties in pursuing additional surface water supplies for the City Water Utility, the City of Stockton, and those affected by the overdraft of the groundwater basin in Eastern San Joaquin County. These efforts include but are not limited to the American River Water Resources Investigation, legal and operational negotiation efforts to mitigate the effects of the CVPIA, Endangered Species Act, and the Bay Delta Agreement, securing water transfer agreements with willing sellers, and Delta water rights and diversions.

In addition, the City is continuing to explore all possible uses of its reclaimed water, which is consistent with a long term goal of zero discharge of treated wastewater into the river set by the City Council. It is a goal of the City to have a major recycled water supply program implemented in 6 to 10 years, which is consistent with the City's long-term goal of zero discharge from the wastewater treatment facility.

Impacts

Future industrial development of the project site would be served with domestic water supply by the City of Stockton. Based on City planning standards (CH2M Hill, 1987), potential water demands of the site would amount to approximately 207 acre-feet annually. These demands would need to be met from existing City water supplies.

As described above, development of long-term surface water supplies for the City of Stockton is being pursued from several angles. Until these supplies are secured; however, additional reliance on groundwater supplies for urban development will contribute to existing overdrafting of groundwater supplies. Several water conservation measures are in effect already in the City to control cumulative water demand, including plumbing, metering, and other controls, and the Best Management Practices contained in the Urban Water Management Plan (City of Stockton Department of Municipal Utilities, 1996).

Inadequate long-term water supply and overdrafting of groundwater aquifers would not be caused by the project alone; rather, it is a cumulative impact of existing and planned development, agricultural use, and allocation of available water supplies within Stockton and San Joaquin County. This effect was considered in the adoption of the Stockton General Plan in 1990.

Future industrial development of the project site will receive City water from extensions of existing City water lines in Arch Road and Gold Run Boulevard. As shown on Figure 8, a 16-inch line would run east along Arch Road, north along Newcastle Road, and west along the north line of the site, connecting back to existing lines. A 12-inch line proposed to be installed in conjunction with TM 13-96 would be extended north to the 16-inch line in conjunction with the proposed project. On the basis of discussions with City staff (Madison, pers. comm.) the proposed lines will provide redundant source of water and maintain adequate system reliability. No capacity concerns have been identified.

Level of Significance: Potentially Significant

Mitigation Measures:

1. The owners, developer and/or successors-in-interest shall pay all applicable connection fees and/or capital improvement fees required by City ordinance to fund the necessary improvements to the domestic water supply.
2. The owners, developer and/or successors-in-interest shall comply with plumbing, metering and other water conservation measures in effect, including the 16 Best Management Practices included in the City's Urban Water Management Plan, 1995 Update.
3. The owners, developers, and/or successors-in-interest shall prepare water master plan for review and approval by the Director of Municipal Utilities and the City Engineer.
4. The owners, developers and successors-in-interest shall provide an engineering analysis, acceptable to the Director of Municipal Utilities and the City Engineer, that demonstrates that the water system improvements to be constructed in conjunction with the project are sufficient to meet the following standards, with a given system pressure of 45 PSI at the point of connection to the City water system:

- a. Provide at least 40 PSI pressure at any location during the period of peak hour demand, and
 - b. Provide at least 20 PSI pressure at any location during the period of Maximum Day demand combined with a fire flow of 3500 GPM out of any fire hydrant in the subdivision.
5. The owners, developers, and/or successors-in-interest shall construct all on-site water distribution facilities in accordance with the approved master plan and shall provide necessary easements for the facilities.

Significance After Mitigation: Less than significant except for water supply/groundwater issues which will remain potentially significant until additional long-term water rights and supplies have been secured by the City.

Implementation: The owners, developers, and/or successors-in-interest will be responsible for design and construction of improvements as well as payment of fees.

Monitoring: The Building Division will ensure that fees are paid prior to or in conjunction with building permit issuance. The Department Public Works will ensure that required improvements are adequate to meet needs and are shown on improvement plans and completed prior to recordation of the Parcel Map.

4.9.2 Storm Drainage

The proposed project would involve increases in impervious area and generation of storm runoff. The previous EIR noted the need for storm drainage collection system and recommended construction of a storm water detention facility. The project for which the previous EIR was prepared is now reduced in overall scope and this project requires construction of a smaller detention basin than was evaluated in the previous EIR.

Setting

There is no existing storm drainage system on the project site. Arch Road Industrial Park Units 1 and 2 area to the west has a developed storm drainage collection system and detention basin. The 32.9 acres site (TM 13-96) to the west of the project site have been approved for development with interim facilities in anticipation of the permanent facilities to be constructed by the proposed project.

The project site is located in Basin 4 as defined in the storm water master plan for the project area prepared by Ensign and Buckley. Basin 4 includes the entire Arch Road Industrial Park, including the 32.9-acre TM 13-96 subdivision, and portions of Kraft Foods, located west of the project site. To provide adequate storm drainage detention for this area, the Ensign and Buckley report calls for the construction of a detention basin with 40 acre feet of storage capacity. This basin has not been constructed, but is proposed to be constructed on Parcel 4 as part of the proposed development, north of Arch Road and east of the Weber Slough bridge.

Impacts

There are no existing storm drainage facilities on the project site. The site slopes gently to the south and southwest towards Weber Slough. Drainage for the project site is provided by Weber Slough which flows southwesterly. Weber Slough flows exceed channel capacity during peak flow events; the slough is presumed to have no available storm drainage capacity.

Project approval would result in the construction of industrial structures and paved areas covering the majority of the project site, generating increased runoff. In accordance with the Tentative Map, runoff would be collected in storm drains leading to the proposed storm water detention facility located on proposed Parcel 4. In addition, storm drainage from the adjoining 32.9-acre subdivision (TM 13-96) and the Kraft Foods site would be diverted to the project site storm drain system and the proposed detention facility.

Storm water would be held in the detention facility during peak flows in Weber Slough and discharged to the slough as flows decline and channel capacity is available. The detention facility would have adequate capacity to detain design runoff from the ultimate collection area, and operation of the detention facilities, as designed, would ensure that existing peak flows in Weber Slough are not increased. A detailed design for the detention basin will need to be submitted for City review and approval.

The proposed project would not involve any direct impacts to Weber Slough, except at the proposed crossing. The existing cross-section of the slough, and the Slough's existing channel capacity and ability to convey runoff, would be unchanged. The proposed crossing of the slough is subject to permits from the U.S. Army Corps of Engineers, California Reclamation Board, California Department of Fish and Game, and the San Joaquin County Water Conservation and Flood Control District.

Management of flood control works is the responsibility of the San Joaquin County Flood Control and Water Conservation District. Storm water discharges to waterways tributary to the San Joaquin River, delta channels and other waters are governed by existing flood control policy (SJCFCWCD, 1992) which requires that the applicant for any proposed storm water discharge to a leveed channel demonstrate, through hydrologic and hydraulic analysis, that either 1) the project will not raise the existing maximum water surface elevation, or 2) the project will not cause water levels to encroach into minimum freeboard space required by Federal Emergency Management Agency regulations.

Project development would involve increases in discharges of "urban runoff" to surface waters, and associated quantity and quality issues. These issues, potentially significant impacts and mitigation measures are addressed in Section 4.2 Hydrology and Water Quality.

Level of Significance: Potentially significant

Mitigation Measures:

1. The owners, developers and/or successors-in-interest shall construct on-site storm water collection systems and a storm water detention basin and pump station in accordance with adopted Master Plans and approved improvement plans, subject to review and approval by the Department of Municipal Utilities and the City Engineer.

2. The owners, developers and/or successors-in-interest shall obtain all applicable local, state, and federal permits for discharge to Weber Slough.
3. The storm water detention basin is required to be maintained by either a private or public Storm Basin Maintenance District. Each parcel within the District shall pay their proportionate share of the maintenance cost.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and/or successors-in-interest shall be responsible for the preparation and implementation of storm water drainage improvement plans and acquisition of any necessary permits.

Monitoring: The Department of Municipal Utilities will be responsible for review of storm drainage plans and oversight of the permitting process.

4.9.3 Wastewater Facilities

The previous EIR noted that the project site was outside the City limits of Stockton, however, it was within the sphere of influence for wastewater planning for the City and was included in the Wastewater Collection System Master Plan, City of Stockton, 1987. At the time that the previous EIR was prepared, no wastewater collection system was available to serve the project site. Since then, a 24-inch sewer line, part of Collection System 8 has been constructed along the northern edge of the project site. The following sections update the information provided in the previous EIR.

Setting

Sewage Treatment

Sewage from the proposed project will be treated at the City of Stockton's Regional Wastewater Control Facility (RWCF) located on Navy Drive in southwest Stockton. The RWCF provides secondary and tertiary treatment of wastewater, and following treatment, effluent is discharged into the San Joaquin River in accordance with the terms of a National Discharge Elimination System Permit issued by the Regional Water Quality Control Board.

Stockton's adopted Wastewater Treatment Master Plan points out that certain unit processes at the RWCF are approaching their functional capacity (Metcalf and Eddy 1987). Engineering-Science also points out in their 1991 Secondary Treatment Facilities Expansion Study that the actual wastewater treatment capacity is estimated to be 38 million gallons per day (MGD) of average dry weather flow. The present amount of average dry weather flow being treated at the RWCF is approximately 30 MGD during the non-canning season and 38 MGD during the canning season. The City has initiated the construction of a six staged plant expansion program at the RWCF to increase the overall treatment plant capacity. Under the expansion program, the RWCF would be capable of treating 44 MGD by January 1, 1998 and 56 MGD by December 2003 (Engineering Science, 1995).

Existing Collection System

The proposed project area is not currently serviced by the Stockton sewage collection and treatment system. The nearest existing point of connection is an existing 24-inch gravity sewer located north and west of the project site. This line is proposed to be extended east to the northwest corner of the site, and south along the west line of the site, to serve the TM 13-96 area located west of the site. Additional extension will be required to serve the project site. The existing 24-inch sewer is at the upstream end of Collection System No. 8. This system, also referred to as the South Stockton Sewer, conveys much of the sewage from South Stockton to the RWCF. This project site was included in the service area for Collection System No. 8, and sufficient capacity exists to serve the proposed project.

Impacts

Because of the limited capacity of the existing treatment plant, the City cannot guarantee adequate capacity to serve the increasing wastewater demands of the approved but unconstructed projects plus this proposed project. As a result, the projected demand for wastewater treatment represents a potentially significant adverse impact. This impact, however, can be reduced to a less than significant level by implementing the proposed mitigation measures. These measures include the payment of the appropriate sanitary sewer connection fees to the City which would be used to construct the planned RWCF Staged Expansion Project as well as other improvements.

As previously discussed, the proposed project lies within the service area of Collection System No. 8. The proposed development can be adequately served by existing collection system once it is properly extended to the project.

Level of Significance: Potentially significant

Mitigation Measures:

1. The owners, developers and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable Sewer Connection Fees required for improvements to the Stockton Regional Wastewater Control Facilities.
2. The owners, developers and/or successors-in-interest shall prepare a master sanitary sewer improvement plans for review and approval by the Director of Municipal Utilities and the City Engineer.
3. The owners, developers and/or successors-in-interest shall construct on-site wastewater collection facilities, and provide all necessary easements for the facilities consistent with the approved sanitary sewer master plan.
4. The owners, developers and/or successors-in-interest shall obtain and dedicate all the necessary easements for the sanitary sewer line outside the project site connecting to the existing 24-inch sewer line.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and/or successors-in-interest will be responsible for design and construction of improvements and for payment of fees.

Monitoring: The Building Division will ensure that the fees have been paid prior to or in conjunction with building permit issuance. The Department of Public Works will ensure that required improvements are shown on the improvement plans and completed prior to recordation of the Parcel Map.

4.9.4 Solid Waste

Solid waste services were addressed in the previous EIR. However, these services have undergone some changes since the preparation of the original EIR. The following information supplements the solid waste analysis provided in the previous EIR.

Setting

Industrial solid waste collection and disposal in Stockton is provided by private disposal companies. Solid waste is disposed at the City's Austin Road Landfill or at the Forward Inc. private landfill on Austin Road near the City landfill. Recent price reductions by Forward has enabled it to receive the majority of commercial and industrial solid waste generated within Stockton. There is no shortage of landfill capacity within the City, and the City has had plans to expand the Austin Road Landfill; the expansion may depend in part on whether the City can expand its share of the solid waste market. The City is also evaluating proposals from private contractors to privatize the City landfill.

Impacts

Industrial sites in Stockton generate about 77 pounds of solid waste per acre per day, based on 1990 figures of 172 tons of industrial solid waste daily and about 4,500 acres of industrial land in 1990 (EMCON Associate, 1992; Michael Paoli and associates, 1989a). Therefore, the project would be expected to generate about 3.9 tons of solid waste per day. Sufficient landfill capacity exists to receive and dispose of solid waste generated at the project site.

Level of Significance: Less than significant

Mitigation Measures: None required

4.9.5 Fire Protection

The previous EIR was prepared when the site was serviced by San Joaquin County, prior to project site annexation to the City of Stockton. This Addendum updates fire protection services now supplied by the Stockton Fire Department.

Setting

Fire protection for the project site is provided by the City of Stockton Fire Department Station 12 on the corner of East Main and Olive Street. Second response would be provided from Station 3 on the corner of Union Street and First Street. Both stations are equipped with paramedic capabilities and, in the event of an emergency requiring hospital services, would transport victims to the closest hospital, San Joaquin County General Hospital.

Impacts

Development of the project site would increase demand for fire protection services by increasing the number of structures and the number of people in the area. Costs associated with additional demands for fire protection are covered by the City's Public Facilities Fees. Inadequate on-site circulation could delay evacuation of employees from the site and restrict fire equipment access.

The Tentative Parcel Map, and adjoining development, provides for public street access along three sides of the project site. Fire department review of site development plans and compliance with other City standards outlined in the mitigation measures would provide an adequate fire fighting environment.

Level of Significance: Potentially significant

Mitigation Measures:

1. The owners, developers and/or successors-in-interest shall provide all structures with sprinkling systems.
2. The owners, developers, and/or successors-in-interest shall design the proposed water supply system for the project system to the standards of the Uniform Fire Code, as most recently adopted by the City of Stockton, including applicable specifications for system flow, pressure and hydrant location and spacing.
3. The owners, developers, and/or successors-in-interest shall provide all-weather access to and around all structures and combustible construction as required by the Uniform Fire Code, as most recently adopted by the City of Stockton.
4. The owners, developers and/or successors-in-interest shall pay applicable Public Facility Fees for fire stations and equipment.
5. The proposed subdivision maps and improvement plans shall be provided to the Fire Department for emergency access review.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and/or successors-in-interest will be responsible for facility design, consultation with the Fire Department and payment of fees.

Monitoring: The Public Works department will ensure that the Tentative Parcel Map conditions have been met prior to approval of Final Maps. The Building Division will verify that required fees have been paid prior to, or in conjunction with, building permits.

4.9.6 Police Service

Setting

The previous EIR identified the then-existing law enforcement responsibility of San Joaquin, and the transfer of responsibility to the City of Stockton which would occur with annexation of the project site. The project site was subsequently annexed and responsibility assumed by the City. Capital costs associated with expansion of police services are now addressed through the City's Public Facilities Fee system.

Impact

The previous EIR identified anticipated increases in police protection demands which would be associated with development of the Arch Road Industrial Park as a whole. The proposed project would contribute to those identified increases in police protection demands but would involve no new impacts.

The previous EIR included mitigation measures for police protection impacts including quality construction to improve building security and site design to facilitate surveillance by law enforcement personnel. The latter mitigation would remain appropriate today and is restated below in more enforceable terms.

Level of Significance: Potentially significant

Mitigation Measures:

1. The owners, developers, and/or successors-in-interest shall contact the Police Department's Crime Prevention Unit prior to the construction phase of development. This unit will provide recommendations for access routes, lighting, fencing, and other crime prevention measures.
2. The owners, developers, and/or successors-in-interest shall pay Public Facility Fees prior to issuance of construction permits to defray capital facilities costs associated with expanding law enforcement services.
3. The owners, developers, and/or successors-in-interest shall fence and patrol contractors' storage yards during the construction phases of the new development to prevent theft and vandalism, and to reduce calls for assistance from the Police Department.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and/or successors-in-interest will be responsible for coordination with the Police Department, payment of fees and security.

Monitoring: The Community Development-Building Division will be responsible for ensuring that coordination and fee payments have occurred.

4.9.7 Schools

Setting and Impacts

The previous EIR included very limited information related to schools, noting only that the proposed industrial development would not include residential development and therefore would not contribute new students, except indirectly, by creating employment opportunities. Industrial designations for the site were subsequently incorporated into the Stockton General Plan and balanced with city-wide residential designations. No significant environmental effects related to schools were identified in the previous EIR. This analysis remains valid today.

Level of Significance: Less than significant

Mitigation Measures: None required

4.9.8 Other Utilities

Setting

Then-existing Pacific Gas and Electric (PG&E) facilities were described in the previous EIR. PG&E remains the local utility supplier for the project area. However, deregulation of the electric utilities industry will allow other electricity providers to vie for the opportunity to serve the site through the PG&E system.

As noted in the previous EIR, Pacific Bell provides telephone service in the vicinity of the project site. Existing Pacific Bell lines are currently located along Arch Road.

Impacts

Development of the proposed project will require extension of underground natural gas transmission lines west from existing facilities along Austin Road and extension of overhead electrical lines from existing facilities located north of the project site. Telephone infrastructure would need to be extended to service new development on the project site.

Both of these public utilities are oriented to providing utility service to the community as needed, and no problem in providing electrical, gas or phone service to the site has been

identified. Service extensions require coordination between the owners, developers and/or successors-in-interest and PG&E or other service providers to ensure that infrastructure is available when needed, and to prevent disturbance of existing buried utilities. With this coordination, significant impacts would be avoided, and no further mitigation would be required.

Level of Significance: Less than significant

Mitigation Measures: None required

4.10 VISUAL AND AESTHETIC RESOURCES

Setting

The previous EIR describes views onto the proposed industrial park site from Arch Road as agricultural and rural, noting also the encroachment of urban uses from the north and west. Conditions at the project site today remains essentially the same today. Additional industrial development has occurred west of the site, and the adjoining 32.9 acres is proposed for industrial development. In addition, the development of the Northern California Women's Facility south of Arch Road and east of Newcastle Road has proceeded. Although nearby areas have urbanized, the project area remains generally agricultural and rural in character, located at the urban fringe of the City of Stockton.

Impacts

The previous EIR addressed the potential visual impacts of industrial development of the larger industrial park site, describing potential industrial development, traffic, roadways and general urbanization which will replace existing agricultural and rural landscapes. This analysis remains valid. Visual and aesthetic impacts from the proposed project will contribute to this overall effect. Changes in views would be most apparent from Arch Road and the Newcastle Road extension.

Currently, Weber Slough flows through the southern portion of the project site, approximately 400 feet north of Arch Road, and is not a prominent visual feature from this vantage. Required right-of-way dedication (70 feet) will prevent industrial development in the slough vicinity and would result in neutral or positive aesthetic effects in the short term, depending on the maintenance of this area, or whether landscaping is installed. Any short-term effect will be superseded by future levee improvements. These improvements may result in no effect or make an internal aesthetic contribution to the project site, but they will have no substantial aesthetic effect on the project vicinity.

The previous EIR accepted the loss of existing landscapes as unavoidable but included a mitigation measure which would promote development of a more attractive industrial area. On the basis of this mitigation, restated below, aesthetic impacts were considered reduced to less than significant.

The proposed project would involve potential for light and glare effects on surrounding properties and air traffic which were not addressed in the previous EIR. Mitigation

measures to address this issue have been recommended below as a supplement to the previous EIR.

Level of Significance: Potentially significant

Mitigation Measures:

1. The project will be designed so as to minimize the change in character. Structures will be designed to be aesthetically attractive and landscaping will be provided which includes native compatible, drought resistant species. Natural vegetation will be retained in the North Little John Creek corridor.
2. Industrial site lighting should be directed downward and toward the buildings to eliminate excessive glare and illumination.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and successors-in-interest will be responsible for structure and site design and construction.

Monitoring: The Community Development-Building Division and/or Public Works Departments will be responsible for checking compliance with these measures during review of building plans and/or building inspections.

4.11 ENERGY

Setting

The previous EIR characterized existing minimal energy use in the project area. This description remains valid.

Impacts

The previous EIR contained a general description of the potentially substantial increases in energy use which would be associated with industrial development. A general description of potential energy conservation measures was set forth as mitigation.

The proposed project involves preparation of an industrial site for one or more future industrial users which may or may not involve substantial energy usage. Mitigation measures were recommended in the previous EIR which would help minimize heat loss from structures. Energy conservation provisions with similar effect are incorporated into the Uniform Building Code adopted by the City of Stockton. No additional mitigation is required for these potential losses. For industrial facilities with a high process energy demand, energy costs are a major budget item, and there is a clear economic motivation to conserve energy.

Energy consumed with development of the project site is expected to be comparable to that used by other industrial projects and would be insignificant in comparison to total energy demand in Stockton and San Joaquin County. Cumulative energy consumption was

recognized as a cumulatively significant impact in the Stockton General Plan EIR. The City of Stockton adopted a Statement of Overriding Consideration for cumulative energy consumption when the General Plan was adopted.

Level of Significance: Cumulatively significant

Mitigation Measures: None available

Significance After Mitigation: Cumulatively significant. The City of Stockton adopted a Statement of Overriding Consideration for cumulative energy consumption when the General Plan was adopted.

4.12 ARCHAEOLOGY AND HISTORY

Setting

The previous EIR included the results of a complete cultural resources survey of the entire Arch Road Industrial Park site. The survey process included a review of the records held by the Central California Information Center and an intensive field survey of the overall industrial park site, including the proposed project site. The survey "failed to locate any evidence of prehistoric or historic occupation of the site." A single "potential artifact" was located on the site which strongly resembled chipping associated with prehistoric workmanship; however, the authors indicated the piece may have been chipped by heavy construction equipment used to excavate the channel near which the piece was found.

Impacts

The previous EIR identified potential cultural resources impacts as only potential disruption of any undiscovered subsurface resources. This analysis and potential impact remains valid today. However, updated mitigation measure have been added to address this concern.

The previous EIR noted that two farmsteads were located on the proposed 496-acre industrial park. Both of these farmsteads are east of the proposed development, and one near the northeast corner of the project site will not be effected by the proposed development. The other farmstead, referred to as the Watt Farmstead (R.C. Fuller, 1989) is located near the southeast corner of the project site and would be demolished for construction of the storm water detention basin. According to the previous EIR, the Watt Farmstead does not qualify as an historical site.

Level of Significance: Potentially significant

Mitigation Measures:

1. If subsurface cultural resources are encountered during construction, all construction activities in the vicinity of the encounter shall be halted until a qualified archaeologist can examine these materials and make a determination of their significance. The City of Stockton Community Development Department shall be notified, and the owners, developers and/or successors-in-

interest shall be responsible for mitigation of any significant cultural resources pursuant to CEQA Appendix K.

2. If human remains are encountered at any time during the development of the project, all work in the vicinity of the find shall halt and the County Coroner and the Community Development Department shall be notified immediately. The Coroner must contact the Native American Heritage Commission. At the same time, a qualified archaeologist must be contacted to evaluate the archaeological implications of the finds. Appendix K of CEQA details steps to be taken when human remains are found to be of native American origin.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and successors-in-interest shall be responsible for notifying contractors of this requirement, and for subsequent notification of City officials if cultural resources are encountered.

Monitoring: If cultural resources are encountered, the Community Development-Building Division and Planning Divisions will monitor compliance with archaeologist's recommendation.

4.13 HAZARDOUS MATERIALS

The previous EIR did not contain an assessment of hazardous materials use, storage or waste generation issues. The following new section addresses these issues.

Setting

A Pre-acquisition Site Assessment was conducted for the 496-acre Arch Road Industrial Park, including the proposed project site, in October 1989 (Raney, 1989). The Raney report assessed the potential for pesticide contamination in the soil. The report indicated that minor levels of pesticides were detected in soil samples collected from throughout the 496 acres. The pesticide levels were presumed to have been the result of chemicals used to control pests related to agricultural production. According to Raney, the reported pesticide levels in the soil did not pose a threat to human health or the environment.

InSite Environmental obtained a hazardous materials environmental record search to determine whether there are any other sources of environmental contamination potentially affecting the site (O'Hara Environmental Consulting, 1998). The record search revealed no major sources of potential environmental contamination in the vicinity of the site and no evidence of hazardous material contamination of the project site.

Impacts

No sources of environmental contamination which could impact future use of the site were identified. The proposed project would involve development of industrial facilities which could use hazardous materials and generate hazardous waste. It would be speculative to predict the types of hazardous materials associated with future industrial activities.

However, State law regulates the installation of underground storage tanks and also requires submittal of a business plan to the local administering agency. The plan details the types of materials kept on site and includes emergency response and employee training plans. Compliance with existing law would not eliminate the potential for a hazardous materials incident at the site, but it would substantially reduce the likelihood of such an event.

This analysis is intended to disclose potential environmental impacts associated with project development. Determinations of environmental liability are not intended and are beyond the scope of this study.

Level of Significance: Potentially significant

Mitigation Measures:

1. The owners, developers and successors-in-interest will provide and maintain safe and adequate storage facilities for all hazardous materials.
2. The owners, developers and successors-in-interest will comply with all federal, state and local hazardous materials and waste regulations.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and successors-in-interest will be responsible for hazardous materials management and regulatory compliance activities.

Monitoring: The Stockton Fire Department, San Joaquin County Environmental Health Department, the State Water Resources Control Board and other agencies will be responsible for overseeing regulatory compliance.

4.14 AIRPORT SAFETY CONSIDERATIONS

The previous EIR considered airport safety in the Land Use analysis. The project site is located approximately two miles northeast of the Stockton Metropolitan Airport and is within the FAA-defined Conical Imaginary Surface and within the Airport Area of Influence, as defined in the Airport Land Use Plan (ALUP). Since publication of the previous EIR, the ALUP was amended (SJCOG, 1993); discussion in the previous EIR has been updated with this new information derived from the amended ALUP.

Setting

The project site is located within the Stockton Metropolitan Airport horizontal surface zone, as defined by the ALUP pursuant to Federal Aviation Administration (FAA) regulations. The zone is defined by an imaginary surface located 150 feet above the ground elevation of the runway and extending beyond the airport boundary as required to prevent development of incompatible uses. Within the area defined by the zone, structures may not be constructed which would protrude above the horizontal surface; in addition, reflective materials are not permitted in structures or signs (excluding traffic signs) to avoid distracting pilots. Occupied structures must be soundproofed to reduce interior noise to 45

dB, and no radio transmissions which would interfere with aircraft communications or navigation are permitted. Any proposed communications towers and other very tall structures must be evaluated to ensure that they will not be aircraft hazards.

Federal regulations also require review of structures which would intersect an imaginary slope leading from the airport ground level to an elevation of 200 feet above airport elevation at a distance of 20,000 feet from the runway edges (i.e. a slope of one vertical foot in 100 horizontal feet). At the project site, this regulation would apply to structures more than 80 feet high. Proponents of structures with the potential to intersect this zone are required to file a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA. Within the City of Stockton, such construction would require a variance from zoning requirements.

Impacts

Airport safety and land use compatibility considerations were addressed in the previous EIR. As that EIR noted, airport zone restrictions would avoid airport-related hazards to occupants and structures on the project site. Updated mitigation measures needed to ensure that these restrictions are addressed in site development are set forth below. Airport noise would not be incompatible with the light industrial land uses which are permitted by existing zoning.

The Light Industrial District zoning of the project site allows a maximum height of 75 feet, so project development would not ordinarily result in conflicts with the horizontal surface zone of the airport. Any taller structures would require a separate discretionary approval.

Level of Significance: Potentially significant

Mitigation Measures:

1. A safety easement shall be developed to restrict any future tenants from creating interference with the Airport's radio channels and navigation facilities. The easement should also preclude the use of reflective building materials, and require all outdoor lighting to be directed downward and shielded from view from adjoining properties.
2. The owners, developers and/or successors-in-interest shall complete FAA form 7460-1 and submit it to the FAA, with a copy sent to the City of Stockton Building Department, at least 30 days before applying for each building permit.
3. The owners, developers and/or successors-in-interest shall design and maintain the storm water detention basin so as to deny food, water and roosting areas to wildlife. Design and maintenance plans shall be developed in consultation with the Stockton Metropolitan Airport during stormwater detention pond siting and design to ensure that the pond does not create a safety hazard for pilots.
4. The owners, developers and/or successors-in-interest shall record a Deed of Avigation and Hazard Easement. This easement would grant San Joaquin County a perpetual, assignable easement permitting overflight of the property by aircraft, together with any inherent noise or other emissions which are inherent in the operation of aircraft. This easement shall be recorded as a deed restriction flowing in perpetuity to all successor property owners.

5. Reflective roof coverings which could attract birds, or that could pose a potential hazard to aircraft shall be prohibited.

Significance After Mitigation: Less than significant

Implementation: The owners, developers and/or successors-in-interest shall be responsible for recordation of easements, filing of FAA permit applications and storm water detention basin design and maintenance.

Monitoring: The Public Works Department shall ensure that the safety easement has been recorded prior to the Final Map and that the Airport has been consulted during storm water basin design. The Building Department shall ensure that FAA Form 7460-1 has been received prior to acting on building permits within the project area.

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives. The guidelines provide that the range of alternatives required in the EIR is governed by "rule of reason"; an EIR must set forth those alternatives necessary to permit a reasoned choice. Project alternatives considered in an EIR must feasibly attain the basic objectives of the project and shall be capable of eliminating any significant environmental effects (CEQA Guidelines Section 15126).

The previous EIR considered four alternatives, briefly summarized as follows:

1. No Project: Would avoid impacts and allow continued agricultural use on a temporary basis, but urban development would eventually take place on the site.
2. Alternative Industrial Development: Limit development to Unit III only which would involve a smaller development and proportionally less environmental impact. Potential future development of the remainder of the site remains a potential. The use of E-P and M-P zoning districts was acknowledged as a means of minimizing any potential land use conflicts.
3. Alternative Land Uses: Allow rezoning and development of residential uses. Residential development was suggested to be more sensitive than proposed industrial uses and likely in conflict with surrounding uses. Development of additional institutional uses was identified as a potential, but not desirable to the applicant.
4. Alternative Locations: The previous EIR identified alternative locations as a means to avoid infrastructure extension and environmental impacts due to the then-existing abundance of land designated and zoned for industrial use.

The alternatives considered in the previous EIR were rendered moot by the approval of the Arch Road Industrial Park project, annexation and rezoning of the site, and subsequent adoption of the Stockton General Plan with the same designations. Alternatives which need to be considered in conjunction with the proposed project would include the no project alternative, alternative sites and design variations on the proposed project.

5.1 NO PROJECT ALTERNATIVE

The no project alternative is defined as denial of the proposed Tentative Map request; existing annexation and general plan and zoning designations would remain. In the immediate short-term, potential environmental impacts would be temporarily avoided as development of the site would be impeded by lack of legal parcels.

This alternative would delay development of the project, and delay the occurrence of the environmental impacts described in this document. Demand for industrial land is expected to continue, independent of the proposed project, and potential impacts of industrial development can be expected to be realized in other locations or at the proposed site with a

subsequent application. With the exception of cumulative air quality and noise impacts, all of the potential environmental impacts of the project can be reduced to less than significant by proposed mitigation measures.

Under this alternative, potential economic contributions to the City of Stockton and San Joaquin County would be foregone. Private investment in land improvements and public infrastructure would not occur. Projected fiscal benefits and employment would not be realized.

The no project alternative is the environmentally superior alternative because it would temporarily avoid significant effects associated with the project. The no project alternative would not achieve the project objectives.

5.2 ALTERNATIVE DESIGNS

This alternative would involve site or other designs for the project which have the potential to avoid or substantially reduce potential environmental impacts identified in this document. The proposed project does not involve specific site improvements other than perimeter infrastructure, and none of the potential environmental impacts described in this document are design-dependent. That is, the potential environmental impacts of the project would be associated with industrial development generally but not with development of a particular portion of the project site. Additionally, the principal environmental resources of the site, associated with the Weber Slough corridor, would be protected through right-of-way dedication and mitigation measures. As a result, no design alternatives which could result in substantial reduction or avoidance of significant environmental effects have been identified.

5.3 ALTERNATIVE SITES

An alternative would involve development of an approximately 100-acre industrial site elsewhere within other portions of the Arch Road Industrial Park which are owned or controlled by the applicant. Development of an alternative 100 acres would involve essentially the same land disturbance, traffic, air quality and related impacts as the proposed project. This alternative would involve additional infrastructure extension and may be considered leap-frog development. This alternative has been rejected on the basis of inconsistency with project objectives and cost.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The no project alternative is the environmentally superior alternative as it would avoid all potential environmental impacts associated with the project.

The project alternatives would involve similar impacts to the proposed project. These alternatives would avoid impacts on wetlands, but project impacts would be reduced to less than significant by mitigation measures. The alternative sites alternative would involve increased infrastructure extension and disturbance. As a result, the proposed project or the alternative designs alternative would be the environmentally superior project alternative.

6.0 GROWTH INDUCING IMPACTS

The previous EIR discussed the project's potential growth-inducing impacts and noted that substantial potential employment could attract residents to the Stockton area and lead to indirect increases in housing demand and residential construction. The proposed project partially implements the larger project analyzed in the previous EIR, and would contribute to identified employment increases.

Since the preparation of the previous EIR, however, the project site has been annexed to the City of Stockton and designated for industrial development. This designation was incorporated into the City's land use plans with adoption of the Stockton General plan in 1990. The General Plan sets forth a balanced plan for City development which presumes concurrent residential and employment growth. Land is set aside for industrial, residential and other uses.

No significant adverse growth-inducing impacts were identified in the previous EIR or have been identified in this Addendum.

7.0 CUMULATIVE IMPACTS

In the previous EIR, cumulative effects were addressed in conjunction with project level analysis in individual environmental disciplines. This analysis occurred prior to adoption of the Stockton General Plan in 1990. The General Plan provides a comprehensive overview of anticipated growth in the City, and the EIR on the General Plan characterizes the overall potential environmental effects of growth. This information was used to provide a more comprehensive understanding of the potential cumulative effects of the project.

The Stockton General Plan provides for substantial urban expansion, and contains land use and development projections to the year 2010. The cumulative environmental impacts of development under the Stockton General Plan are detailed in the General Plan EIR (Paoli, 1989, SCH# 88072506). The previous EIR and the General Plan EIR provided a discussion of cumulative traffic impacts. Updated quantitative cumulative analysis in this area is provided in Section 4.8, Traffic.

The proposed project would contribute to overall land use change in the Stockton area envisioned by the Stockton General Plan. The Stockton General Plan provides for the addition of a total of 9,516 acres for urban uses, located primarily north of the Calaveras River. The Tentative Parcel Map project area involves a total of 104.2 net acres, or approximately 1% of the acreage identified for urban use within the General Plan. Proposed development is consistent with community development designations, goals and policies. Cumulative development would result in the conversion of about 9,000 acres of agricultural land to urban development, which was identified as a significant and unavoidable environmental impact in the General Plan EIR.

The project would contribute to traffic increases and demands for roadway and intersection improvements anticipated with buildout of the Stockton General Plan 1990. Upon completion of the proposed project and cumulative development, several intersections and roadway segments would have unacceptable levels of service. However, recommended mitigation measures would reduce impacts with the project to a less than significant level.

The project would contribute to cumulative citywide demands on utility and service providers anticipated with buildout of the Stockton General Plan 1990. The project would include construction of capital improvements specified in Section 3.0, primarily infrastructure required to serve the project. Meeting other citywide service and utility demands would be financed by capital improvement fees and revenues generated by this project and other cumulative development projects. Compliance with existing General Plan policies would also mitigate cumulative public service impacts.

The project would contribute indirectly to population growth anticipated by the General Plan; this growth is projected to reach a population of 302,900 by 2010. This cumulative population growth was not considered significant by the General Plan EIR; however, its secondary effects are addressed in other subsections of this chapter. The project would contribute substantial employment in the south Stockton area and is expected to have positive fiscal effects. This is considered a beneficial impact.

General Plan buildout would involve a substantial increase in local consumption of natural gas and electrical service to which the project would contribute. Buildout of "future growth areas" would result in a 39 percent increase in natural gas usage and a 35 percent increase

in electrical consumption relative to existing usage. Relative to the long range service capacity of PG&E, the gradual increase associated with development would represent a less than significant impact. However, the General Plan EIR identifies the cumulative increase in reliance on non-renewable fossil fuel as significant and unavoidable.

The proposed project would contribute improvements and worker populations exposed to seismic events. Significant impacts are not anticipated due to the relatively low seismic risk of the area and the structural features required in building codes to reduce the hazards to life and property.

During storm events, cumulative development would significantly increase surface water volumes and contributions of urban runoff constituents. These potential effects are addressed in adopted storm water master plans, discharge policies and the City's storm water pollution prevention program. Development as a whole is contributing to overdrafting of groundwater resources, but City efforts to develop new surface water supplies are expected to mitigate this effect in the long run. This short-term unavoidable impact was identified in the General Plan EIR and considered in the Statement of Overriding Considerations adopted in conjunction with the General Plan.

The project and General Plan growth would cumulatively contribute to regional violations of ozone and particulate standards and would contribute to local violations of carbon monoxide standards at congested intersections. Payment of mitigation fees, implementation of transportation improvements, and compliance with General Plan policies by individual development projects would partially mitigate this cumulative impact but not to a less than significant level. This impact was recognized as significant and unavoidable in the General Plan EIR and was the subject of the Statement of Overriding Considerations.

The General Plan EIR identified the potential for significant biological resource effects from anticipated development of about 9,500 acres, most of which is agricultural land; about 3,300 acres of this land is within or adjacent to the San Joaquin River Delta. The development of the project site contributes to the impacts associated with cumulative losses of agricultural land in the San Joaquin County and particularly in the Stockton area. The City's adopted habitat protection fee is intended to provide funding to mitigate this impact. The City is also participating in the development of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Implementation of this plan will provide for regional-wide mitigation of these impacts.

Buildout of the General Plan involves substantial potential for impacts on cultural resources. However, surveys of the project site do not indicate the presence of cultural resources. Proposed mitigation recommendations will avoid inadvertent effects on subsurface resources, and similar requirements on other projects will mitigate these potential impacts to less than significant levels.

Noise impacts to the project area under cumulative conditions can be addressed with mitigation required in this EIR. The project would contribute to significant cumulative noise impacts at existing residences caused by traffic increases associated with buildout of the General Plan. These impacts would not be mitigable to a less than significant level. The impact was addressed in the Statement of Overriding Considerations for the General Plan.

Land development pursuant to the General Plan area raises the possibility of new hazardous materials facilities or development of noncontaminated sites. Compliance with General Plan policies and implementation of site specific mitigation measures as needed on a

project-by-project basis would mitigate any cumulative hazardous material impacts to less than significant.

8.0 SOURCES

8.1 REPORT PREPARERS

This document was prepared by InSite Environmental of Stockton, under the direction of Michael Niblock, Senior Planner, and Jenny Liaw, Associate Planner, of the City of Stockton Community Development Department, Planning Division. InSite Environmental staff contributing to this project included:

Charles Simpson, Project Manager
Jim Wallace, Environmental Planner
Krista Pauling, Office Manager

Traffic studies were provided by CCS Planning and Engineering, Gary Hansen, Project Manager. The Biological Baseline Report was prepared by Moore Biological Consultants, Diane S. Moore, Project Manager.

8.2 PERSONS AND ORGANIZATIONS CONSULTED

Jenny Liaw, Associate Planner, City of Stockton, Planning Division, Community Development Department

Mark Madison, Senior Engineer, City of Stockton, Department of Municipal Utilities

Meissner, Gregg, Senior Transportation Engineer, City of Stockton Department of Public Works.

Moore, Diane S. Principal, Moore Biological Consultants.

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Jeff Sanguinetti, AR Sanguinetti & Associates, Consulting Civil Engineers, Stockton

Tomura, Kathy, Assistant Transportation Engineer, City of Stockton, Department of Public Works.

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APPENDIX A INITIAL STUDY

CITY OF STOCKTON

ENVIRONMENTAL INFORMATION/INITIAL STUDY FORM

(Pursuant to Cal. Code of Regulations, Title 14, Sections 15063-15065)

INITIAL STUDY FILE NO.: IS 16-98

EIR FILE NO.: 1-87

INITIAL STUDY FILING DATE: JULY 1, 1998

LEAD AGENCY

City of Stockton
Community Development Dept.
Planning Division
345 North El Dorado Street
Stockton, CA 95202
(209) 937-8266

Note: The purpose of this document is to describe the project, its environmental setting, any potentially significant adverse environmental impacts which may be caused by the project or which may affect the project site and/or surrounding area, and any mitigation measures which will be incorporated into the project. Please complete all applicable portions of Section A (General Information/Project Description) and as much of Section B (Project Site Characteristics) as possible. If a question is not applicable, then, respond with "N/A". After completing Sections A and B, please sign the certification following Section B and attach any supplemental documentation and exhibits as deemed necessary. The completed form and applicable fees should be filed at the above-noted Lead Agency address. PLEASE TYPE OR PRINT IN DARK INK.

A. GENERAL INFORMATION/PROJECT DESCRIPTION (Completed by Applicant)

1. Property Owner(s): O. K. & B. PARTNERSHIP, ET. AL.
Address: 8615 ELDER CREEK ROAD
SACRAMENTO Zip 95828 Phone 916-381-3600
2. Applicant/Proponent: BUZZ OATES ENTERPRISES
Contact Person: BRUCE KEMP
Address: 8615 ELDER CREEK ROAD
SACRAMENTO Zip 95828 Phone 916-381-3600
3. Consulting Firm: A.R. SANGUINETTI & ASSOCIATES
Contact Person: ALBERT SANGUINETTI
Address: 1150 ROBINHOOD DRIVE SUITE 1C
STOCKTON Zip 95207 Phone 209-477-0899
4. Project Title: ARCH ROAD INDUSTRIAL PARK, UNITS 3&4, TENTATIVE PARCEL MAP 11-98
5. General Project Description/Location: CREATE FOUR PARCELS OF 61.4, 32.1, 5.8 AND 5.0 ACRES FROM "DESIGNATED REMAINDER" OF TENTATIVE PARCEL MAP 13-96 FOR INDUSTRIAL DEVELOPMENT AND STORMWATER BASIN CONSTRUCTION; LOCATED NORTH OF ARCH ROAD, WEST OF NEWCASTLE ROAD.
6. Applications Currently Under City Review: TENTATIVE PARCEL MAP
File Number(s): TM 11-98

7. Other permits/reviews required by the City, County, State, Federal and/or other agencies for project implementation:

Agency:	Permits/Reviews:
<u>BUILDING DIVISION OF THE COMMUNITY</u>	<u>BUILDING PERMITS</u>
<u>DEVELOPMENT DEPARTMENT</u>	
<u>PUBLIC WORKS DEPARTMENT</u>	<u>FINAL MAP</u>

8. Describe proposed General Plan amendments and/or prezoning/rezoning requests:

<u>General Plan Designations</u>	<u>Acres</u>	<u>Zoning Districts</u>	<u>Acres</u>
<u>N/A</u>			

9. Describe any site alterations which result from the proposed project (specifically address the amount and location of grading, cuts and fills, vegetation removal, alterations to drainage, removal of existing structures, number of trees removed, etc.)

GRADING ENTIRE SITE; NO MAJOR CUTS OR FILLS; NO TREE REMOVAL; NEW STORM DRAINAGE SYSTEM AND DETENTION POND W/DISCHARGE TO WEBER SLOUGH. DESCRIBED IN MORE DETAIL IN ADDENDUM.

10. Specific Project Description/Operational Characteristics:

- a. Describe proposed Commercial, Industrial and Institutional uses (includes recreational and other non-residential uses):

104.2 ACRES OF LIGHT INDUSTRIAL AND RELATED USES UNDER EXISTING M-1 ZONING.

	Proposed	Site	Structure	Required	Parking
(1) <u>Proposed Land Use(s)</u>	<u>Zoning</u>	<u>Acreage</u>	<u>Sq. Ft.</u>	<u>Parking</u>	<u>Provided</u>
<u>LIGHT INDUSTRIAL</u>	<u>N/A</u>	<u>104.2</u>	<u>N/A</u>	<u>COMPLY W/</u>	<u>N/A</u>
				<u>CITY PKG</u>	
				<u>REOMTS</u>	
Totals:		<u>104.2</u>			

(2) Describe project phasing (location/timing): MARKET DRIVEN

(3) Hours of operation: N/A

(4) Number of employees/work shifts: N/A

(5) Number of company vehicles/trucks: N/A

(6) Estimated number of vehicle trip ends (TE) per day generated by proposed project: Truck Trips _____ TE/Day; Passenger Vehicles _____ TE/Day; Total 14,054 TE/Day.

(7) Estimated maximum number of TE/Day based on proposed General Plan Designation: _____ TE/Day and/or Proposed Zoning _____ TE/Day

(8) Will noise produced by proposed or allowed land uses exceed adopted noise standards (i.e.: 45 hourly Leq, dBA during nighttime hours at nearest residential property line; 75 dB Ldn/CNEL at nearest commercial property line; and/or 80 dB Ldn/CNEL at nearest industrial property line)?)? Yes X, SEE ADDENDUM SECTION 4.5 No _____

Describe any incorporated mitigation measures: SEE ADDENDUM SEC. 4.5

(9) Other operational or design characteristics: N/A

b. Describe Proposed Residential Land Uses: NONE

- 11 Will the project generate any substantial short-term and/or long-term air quality impacts, including regional/cumulative contributions? Yes X No
If so, describe the impacts and mitigation measures:

- a. Construction Emissions/Mitigation: SEE ADDENDUM
b. Stationary Source Emissions/Mitigation: SEE ADDENDUM
c. Mobile Source Emissions/Mitigation: SEE ADDENDUM
d. Will the project require review and/or permitting by the San Joaquin Valley Air Pollution Control District? Yes X, POSSIBLE STATIONARY SOURCES

B. PROJECT SITE CHARACTERISTICS (Completed by Applicant)

1. Project Site Address (if applicable): N/A Zip: 95215
2. Assessor's Parcel Number(s): 181-110-09
3. Total Site Acreage: 104.2 (or) Square Footage:
4.

Existing General Plan Designations	Acres	Existing Zoning (City or County)	Acres
<u>INDUSTRIAL</u>	<u>104.2</u>	<u>M-1 (CITY)</u>	<u>104.2</u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>

5. Identify and describe any specific plans, redevelopment areas, and/or other overlay districts/zones which are applicable to the project site: NONE
6.

Identify Existing On-Site Land Uses and Structures	Acres	or	Square Footage
<u>AGRICULTURAL, NO STRUCTURES</u>	<u>104.2</u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>

7. Prior Land Uses if Vacant: AGRICULTURAL
8. Describe any other on-site and adjacent utility/infrastructure improvements and right-of-ways/easements: ARCH ROAD ABUTS THE SITE AND INCLUDES BURIED PUBLIC UTILITIES; PUES ARE LOCATED ALONG WEST AND NORTH BOUNDARY, AND WILL BE EXTENDED ALONG THE EAST BOUNDARY.
9. Adjacent land uses, zoning and General Plan designations:

Adjacent Uses	Zoning (City or County)	General Plan Designations
NORTH: AGRICULTURAL	M-1 (CITY)	INDUSTRIAL
SOUTH: AGRICULTURE, INSTITUTIONAL	AG-40 (COUNTY)	AGRICULTURE
EAST: AGRICULTURAL	M-1 (CITY)	INDUSTRIAL
WEST: LIGHT INDUSTRIAL, VACANT	M-1 (CITY)	INDUSTRIAL

- 10 If the site contains at least ten (10) acres of undeveloped and/or cultivated agricultural land, respond to the following:
- Is the land classified as "Prime Farmland" and/or "Farmland of Statewide Importance" (as identified on the San Joaquin County "Important Farmland Map")? Yes X No
 - Is the site under a Williamson Act Land Conservation Contract"?
Yes No X
 - If the site is under contract, has a "Notice of Non-Renewal" been filed?
Yes N/A No If yes, when will the contract be cancelled?
Date:
11. Describe important on-site and/or adjacent topographical and water features:
On-Site: NONE
Adjacent: WEBER SLOUGH CROSSES SOUTHERN PORTION OF SITE
12. Describe any important on-site and/or adjacent vegetation/wildlife habitat:
On-Site: ALONG WEBER SLOUGH, SEE ADDENDUM SECTION 4.3
Adjacent: ALONG WEBER SLOUGH, SEE ADDENDUM SECTION 4.3
13. Describe any general and special status wildlife species known to inhabit the site or for which the site provides important habitat:
 SEE ADDENDUM SECTION 4.3
14. Identify and describe any significant cultural resources on or near the site (attach a "Records Search", "Site Survey", and/or other documentation, if applicable):
 NONE, SEE ADDENDUM SECTION 4.12 AND EIR 1-87
15. Identify and describe any on-site or nearby public health and safety hazards or hazardous areas (attach a "Preliminary Site Assessment" and/or "Remediation Plan", if applicable):
 NONE, SEE ADDENDUM SECTION 4.13
16. Identify and describe any potentially hazardous geologic/soil conditions:
 SOME EXPANSIVE SOILS; SEE ADDENDUM SECTION 4.1
17. Is any portion of the site subject to a 100-year flood? Yes X SEE ADDENDUM SECTION 4.2
18. Identify and describe any existing and/or projected on-site ambient noise levels which exceed adopted noise standards (plot those noise contours on proposed tentative maps and/or on a site plan for the project, as applicable):
- Do on-site ambient noise levels from existing land uses (locally regulated noise sources) located on-site or off-site exceed adopted noise standards?
Yes No X
 - Does or will transportation-related noise exceed 60 dB Ldn/CNEL at any exterior location or 45 dB Ldn/CNEL at any interior location? ? Yes X
No
- If so, describe: SEE ADDENDUM SECTION 4.5
19. Indicate whether the following public facilities/infrastructure, utilities, and

services are presently or readily available to the project site and whether the proposed project can be adequately served without substantial improvements or expansion of existing facilities and services. If new or expanded/modified facilities or services are necessary, explain below.

	<u>Yes</u>	<u>No</u>	<u>N/A</u>
a. Water supply/treatment facilities	<u>X</u>	_____	_____
b. Wastewater collection/treatment facilities	<u>X</u>	_____	_____
c. Storm drainage, flood control facilities	<u>X</u>	_____	_____
d. Solid waste collection/disposal/recycling services	_____	<u>X</u>	_____
e. Energy/communication services	<u>X</u>	_____	_____
f. Public/private roadway and access facilities	<u>X</u>	_____	_____
g. Public/private parking facilities	<u>X</u>	_____	_____
h. Other public/private transportation services (public transit, railway, water or air transport, etc.)	_____	<u>X</u>	_____
i. Fire and emergency medical services	_____	<u>X</u>	_____
j. Police/law enforcement services	_____	<u>X</u>	_____
k. Parks and recreation services	_____	_____	<u>X</u>
l. Library services	_____	_____	<u>X</u>
m. General government services	_____	_____	<u>X</u>
n. School facilities	_____	_____	<u>X</u>

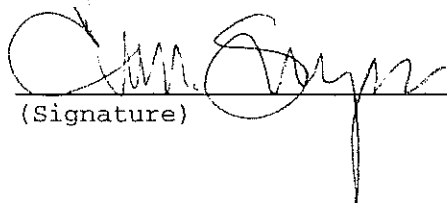
Explanation(s): WATER, WASTEWATER AND STORM DRAINAGE SYSTEMS WILL BE
CONSTRUCTED OFF-SITE AND ON-SITE BY THE PROJECT. SEE DETAILS IN ADDENDUM.

SIGNATURE (Completed by Owner or Legal Agent)

I certify under penalty of perjury that I am (check one):

☐ Legal property owner (owner includes partner, trustee, trustor, or corporate officer),

☒ Owner's legal agent (attach proof of the owner's consent to file this document), and that the foregoing is true and correct.


 (Signature)

12/1/98
 (Date)

C. ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Completed by City Staff)

This checklist shall be completed, and/or independently reviewed and authorized, by the City of Stockton Community Development Department/Planning Division pursuant to the State CEQA Guidelines, Section 15063.

The following questions are intended to provide a brief environmental evaluation of the proposed project in order to identify any potentially significant adverse environmental impacts which may be caused by the project or which may affect the project site. For the purpose of this analysis, it is assumed that any feasible mitigation measures identified in the Initial Study, which have been agreed to pursuant to a "Mitigation Agreement" with the City of Stockton, will be incorporated into the project.

In the first assessment category, "Potentially Significant", a "No" response indicates that the project (with mitigation measures, if applicable) will not have, or be subject to any significant effects on the environment. A "Yes" response indicates that the project may/will have a significant adverse effect, either directly or indirectly, even if partially mitigated.

In the second category, "Mitigation Incorporated", a "Yes" response indicates that the project will fully or partially mitigate any adverse effects by incorporating proposed and/or required mitigation measures. A "No" response indicates that mitigation measures have not been agreed to, are infeasible, or are not necessary.

A narrative discussion of all "Yes" responses and any clarifications to "No" responses and/or the scope of work for an EIR, if required, shall be provided in the section following this checklist (Section D - "Discussion of Environmental Evaluation and Mitigation Measures and/or EIR Scope of Work").

ENVIRONMENTAL ISSUES		Potentially Significant		Mitigation Incorporated	
		Yes	No	Yes	No
1. EARTH: Will the proposal result in:					
a. Unstable earth conditions in geologic substructures			✓	✓	
b. Disruptions, displacements, compaction, or over covering of the soil?			✓		✓
c. Change in topography or ground surface relief features?			✓		✓
d. The destruction, covering, or modification or any unique geologic or physical features?			✓		✓
e. Any increase in wind or water erosion of soils, either on or off the site?			✓		✓
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?			✓		✓
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mud slides, ground failure, or similar hazards?			✓		✓
2. AIR: Will the proposal result in:					
a. Substantial air emissions or deterioration of ambient air (local short-term and/or regional long-term impacts)?	✓*			✓	
b. The creation of objectionable odors?			✓		✓
c. Violation of any ambient air quality standard, substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations?	✓*			✓	
3. WATER: Will the proposal result in:					
a. Changes in currents, or the course or direction of water movements, in either marine or fresh water?			✓	✓	

	b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		✓		✓
	c. Alterations to the course or flow of floodwater?		✓		✓
	d. Change in the amount of surface water in water body?		✓	✓	
	e. Discharge into surface waters, or in any alteration of surface water quality including but not limited to, temperature, dissolved oxygen, or turbidity?		✓	✓	
	f. Alteration of the direction or flow rate of groundwater?		✓		✓
	g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of any aquifer by cuts or excavations?	✓*		✓	
	h. Substantial reduction in the amount of water, otherwise available for public water supplies?		✓		✓
	i. Exposure of people or property to water-related hazards such as flooding or tidal waves?		✓	✓	
4.	PLANT LIFE: Will the proposal result in:				
	a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?		✓	✓	
	b. Reduction in the numbers of any unique, rare, endangered or threatened species of plants?		✓		✓
	c. Introduction of new species of plants into the area, or in a barrier to the normal replenishment of existing species?		✓		✓
	d. Reduction of acreage of any agricultural crop which provides wildlife habitat?		✓	✓	
5.	ANIMAL LIFE: Will the proposal result in:				
	a. Change in the diversity of species, or number of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?		✓	✓	
	b. Reduction in the numbers of any unique, rare, endangered, or threatened species of animals?		✓	✓	
	c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?		✓		✓
	d. Deterioration or elimination of existing fish and wildlife habitat?		✓	✓	
6.	NOISE: Will the proposal result in:				
	a. Increases in existing noise levels?	✓*		✓	
	b. Exposure of people to severe noise levels (in excess of adopted noise standards)?	✓*		✓	
7.	LIGHT AND GLARE				
	a. Will the proposal produce new light or glare?		✓	✓	
8.	LAND USE: Will the proposal result in:				
	a. Substantial alteration of present or planned land use of an area?		✓		✓
	b. Conflicts with the adopted General Plan, Specific Plans, or other applicable adopted plans, goals, or policies?		✓		✓
9.	NATURAL RESOURCES: Will the proposal result in:				
	a. Increases in the rate of use of any natural resources?		✓		✓
	b. Substantial depletion of a nonrenewable natural resource?		✓		✓

10	AGRICULTURAL RESOURCES: Will the proposal result in:				
	a. Conversion of viable agricultural land to urban uses (particularly "Prime Farmland" and/or Farmland of Statewide Importance)?	✓*			✓
	b. Secondary adverse economic effects from the loss of important agricultural crops?		✓		✓
	c. Conflicts between urban and agricultural land uses?		✓		✓
	d. Cancellation of a Williamson Act Contract for any parcel of 100 or more acres?		✓		✓
11	POPULATION:				
	a. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?		✓		✓
12	HOUSING:				
	a. Will the proposal affect or displace existing housing, or create a demand for additional housing?		✓		✓
13	TRANSPORTATION/CIRCULATION: Will the proposal result in:				
	a. Generation of substantial additional vehicular movement?		✓	✓	
	b. Effects on existing parking facilities, or demand for new parking?		✓		✓
	c. Substantial impact upon existing transportation system (individually or cumulatively exceeding the Level of Service "D" standard along roadways and at intersections)?		✓	✓	
	d. Alterations to present patterns of circulation or movement of people and/or goods?		✓		✓
	e. Alterations to waterborne, rail, or air traffic?		✓		✓
	f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?		✓		✓
	g. Substantial alteration to existing public transit systems (routes, facilities, and/or equipment) and/or the need for new or expanded systems?		✓		✓
	h. Conflicts with any adopted Circulation-Transportation Plans; Specific Roadway Plans; Transportation Systems Management (TSM) Programs; Congestion Management Programs, etc.?		✓		✓
14	PUBLIC SERVICES/FACILITIES: Will the proposal overburden existing services-facilities or require new or altered governmental services in any of the following areas:				
	a. Fire protection/emergency medical?		✓	✓	
	b. Police protection?		✓	✓	
	c. Schools?		✓		✓
	d. Parks and other active/passive recreational facilities (e.g.: community centers, access to/along waterways, public open space, bicycle/pedestrian paths/trails, etc.)?		✓		✓
	e. Maintenance of public facilities, including roads?		✓		✓
	f. Other governmental services (e.g.: Library, General Government, etc.)?		✓		✓

15	UTILITIES/SERVICE SYSTEMS: Will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
	a. Water (new wells, abandonment of wells and new or altered distribution/pumping/storage/treatment facilities)?	✓*		✓	
	b. Sewer collection/storage/pumping/treatment facilities?		✓	✓	
	c. Storm water drainage collection/storage/pumping-treatment facilities?		✓	✓	
	d. Solid waste collection/disposal/recycling?		✓		✓
	e. Power or natural gas?		✓		✓
	f. Communications systems?		✓		✓
16	ENERGY: Will the proposal result in:				
	a. Use of substantial amounts of fuel or energy?	✓*			✓
	b. Substantial increase in demand upon existing sources of energy, or require the development of new energy sources?		✓		✓
17	HAZARDOUS/TOXIC SUBSTANCES OR OTHER PUBLIC HEALTH HAZARDS: Will the proposal result in:				
	a. Creation of any public health hazard (excluding mental health)?		✓		✓
	b. Unacceptable risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		✓	✓	
	c. Possible interference with an emergency response plan?		✓		✓
18	AESTHETICS:				
	a. Will the proposal result in obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically-offensive site open to the public view?		✓		✓
19	CULTURAL RESOURCES: Will the proposal:				
	a. Result in the alteration or destruction of a prehistoric or historic archaeological site?		✓	✓	
	b. Result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?		✓		✓
	c. Have the potential to cause a physical change which would affect unique ethnic cultural values?		✓		✓
	d. Restrict existing religious or sacred use within the potential impact area?		✓		✓
20	SOCIO-ECONOMIC, FISCAL, OR OTHER SECONDARY EFFECTS:				
	a. Will the proposal result in any secondary adverse impacts on the social, economic, employment, fiscal, or related conditions in the vicinity of the project site or in the community?		✓		✓

21	MANDATORY FINDINGS OF SIGNIFICANCE:				
	a. Potential to degrade: Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	✓	
	b. Short term: Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)		✓		✓
	c. Cumulative: Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the total effect of those impacts on the environment is significant.)	✓*		✓	
	d. Substantial adverse: Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?		✓	✓	

* The City of Stockton adopted a Statement of Overriding Considerations for these cumulative impacts when the current General Plan was adopted. A Statement of Overriding Considerations was adopted for many of these same impacts when the Arch Road Industrial Park, Units 3 and 4 project was approved.

D. DISCUSSION OF ENVIRONMENTAL EVALUATION AND MITIGATION MEASURES AND/OR EIR SCOPE OF WORK (Completed by City Staff)

The purpose of the following analysis is to provide supporting documentation for all "Yes" responses and any clarifications to "No" responses on the preceding Environmental Significance Checklist (Section C) as well as to provide a factual basis for determining whether the proposal will have a significant effect on the environment. This section shall also identify all measures which are incorporated by the project or otherwise required to mitigate the "Potentially Significant" impacts identified in Section C. The issues and mitigation measures discussed in this section shall follow in the same alphanumerical order as the issues in Section C above. Additional background and support documentation may be appended and/or incorporated by reference, as necessary. This section is required to support a "Mitigated Negative Declaration". If an Environmental Impact Report (EIR) will be prepared, this section shall provide an "EIR Scope of Work" in order to focus on issues which will be addressed in the Draft EIR.

THE REFERENCED DISCUSSION IS PROVIDED IN SECTION 4.0 OF THE DOCUMENT TO WHICH THIS CHECKLIST IS APPENDED.

E. SUMMARY IMPACT TABLE (Completed by City Staff):
(check as applicable)

<u>ENVIRONMENTAL ISSUES</u>		<u>NO SIGNIFICANT ADVERSE IMPACT AFTER MITIGATION</u>	<u>POTENTIALLY SIGNIFICANT ADVERSE IMPACT AFTER MITIGATION</u>
1.	Earth	<u>X</u>	
2.	Air		<u>X (SOC adopted)</u>
3.	Water		<u>X (SOC adopted)</u>
4.	Plant life	<u>X</u>	
5.	Animal life	<u>X</u>	
6.	Noise		<u>X (SOC adopted)</u>
7.	Light and glare	<u>X</u>	
8.	Land use	<u>X</u>	
9.	Natural resources	<u>X</u>	
10.	Agricultural resources		<u>X (SOC adopted)</u>
11.	Population	<u>X</u>	
12.	Housing	<u>X</u>	
13.	Transportation/circulation	<u>X</u>	
14.	Public services/facilities	<u>X</u>	
15.	Utilities/service systems		<u>X (SOC adopted)</u>
16.	Energy		<u>X (SOC adopted)</u>
17.	Hazardous/toxic substances or other public health hazards	<u>X</u>	
18.	Aesthetics	<u>X</u>	
19.	Cultural resources	<u>X</u>	
20.	Socio-economic, fiscal, or other secondary effects	<u>X</u>	
21.	Mandatory findings of significance		<u>X (SOC adopted)</u>

F. SUMMARY LISTING OF MITIGATION MEASURES (Completed by City Staff):

SEE SECTION 2.0, SUMMARY OF THE ADDENDUM. THE CITY OF STOCKTON ADOPTED A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CUMULATIVELY SIGNIFICANT IMPACTS WHEN THE GENERAL PLAN WAS ADOPTED.

G. STAFF RECOMMENDATION/DETERMINATION (Completed by City Staff):

1. CEQA COMPLIANCE FOR THE PROJECT'S IMPACTS WITHIN THE STOCKTON GENERAL PLAN AREA IS PROVIDED BY A PREVIOUSLY APPROVED ENVIRONMENTAL DOCUMENT (Based on the Following Findings):

- a. The proposed project is adequately addressed by a previously approved Negative Declaration/Initial Study or Final Environmental Impact Report (Final EIR) which was prepared in accordance with State and City Guidelines for Implementation of CEQA. Specifically, the environmental documentation for the proposed project is provided by the following document.

- (1) ☐ Negative Declaration/Initial Study (I.S.) File No.: _____
State Clearinghouse No.: _____
- (2) ☒ Final EIR File No.: 4-88, Final EIR City of Stockton General Plan Revision and Infrastructure/Public Facilities Master Plans.
State Clearinghouse No.: 88072506
- (3) ☒ Other Environmental Document (describe): Final EIR No. 1-87 for the Arch Road Industrial Park, Units 3 and 4.
State Clearinghouse No.: 87020302
- (4) ☒ Other Environmental Document (describe): Addendum to the Arch Road Industrial Park for TM 11-98.

(A copy of the above-noted documents may be reviewed at the City of Stockton, Community Development Department, 345 North El Dorado Street, Stockton, CA)

- b. Pursuant to State CEQA Guidelines, Section 15162, no additional EIR or Negative Declaration need be prepared since the proposed activity/project will not involve any of the following circumstances:

- (1) Subsequent changes are proposed in the project which will require important revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental impacts not considered in a previous EIR or Negative Declaration on the project;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken, such as a substantial deterioration in the air quality where the project will be located, which will require important revisions in the previous EIR or Negative Declaration due to the involvement of new significant environmental impacts not covered in a previous EIR or Negative Declaration; or
- (3) New information of substantial importance to the project becomes available, and
 - (a) The information was not known and could not have been known at the time the previous EIR was certified as complete or the Negative Declaration was adopted, and
 - (b) The new information shows any of the following:
 - 1. The project will have one or more significant effects not discussed previously in the EIR;
 - 2. Significant effects previously examined will be substantially more severe than shown in the EIR;
 - 3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or

4. Mitigation measures or alternatives which were not previously considered in the EIR would substantially lessen one or more significant effects on the environment.

2. ☐ PREPARE AND APPROVE OR RECOMMEND APPROVAL OF A PROPOSED NEGATIVE DECLARATION (Based on the Following Finding):

The City of Stockton Community Development Department, Planning Division, has independently reviewed and considered the proposed project and has prepared and/or independently reviewed and analyzed the related Environmental Information/Initial Study Form. Based on the project description and/or modifications, mitigation measures, and related substantial supporting evidence presented in the Initial Study, it has been determined that the project will not have a significant effect on the environment. Therefore, approval of a Negative Declaration is recommended for this project. A Mitigation Agreement is attached to the Proposed Negative Declaration, if applicable.

3. ☐ REQUIRE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (Based on the Following Finding):

The City of Stockton Community Development Department, Planning Division, has independently reviewed and considered the proposed project and has prepared and/or independently reviewed and analyzed the related Environmental Information/Initial Study Form. Based on the project description and/or on the related substantial supporting evidence presented in the Initial Study, it has been determined that the project, either individually or cumulatively, may have a significant effect(s) on the environment which may/will not be mitigated to a less-than-significant level. Therefore, an Environmental Impact Report (EIR), a Subsequent EIR, or a Supplement to an EIR, as applicable, is required for this project. If a "Project EIR" or "Program EIR" was previously prepared, it has been determined that one or more of the circumstances which require a Subsequent EIR (Section 15162 of the State CEQA Guidelines) will be applicable to the proposed later activity.

(Pursuant to the State and City Guidelines for Implementation of CEQA, the determination of the Community Development Director may be appealed to the City Planning Commission by submitting a written appeal with the applicable fee to the Community Development Department within ten (10) calendar days following this date of the determination.)

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By

Jenny Liaw

Date

Dec 1, 1998

(Date of Determination)

APPENDIX B SUMMARY OF PREVIOUS EIR

III. SUMMARY

Tables 1 and 2 contain recommendations for findings of significance for project specific and cumulative impacts. A summarized discussion of impacts and mitigation measures are presented in Table 3. Further information and detail regarding these subjects is presented in the Draft EIR. In accordance with CEQA Guidelines Section 15126 (a), all of the impacts examined in detail in the body of this report are potentially significant. The Guidelines (CEQA Sections 15064, 15382 and CEQA Appendix G) require a very specific examination of significance in light of mitigation measures which can be utilized to reduce impacts.

Project impacts in the areas of air quality, traffic, geology and soils, vegetation and wildlife, land use, and visual/aesthetics are judged to be significant. Justification for this determination includes the fact that the region is a nonattainment area for CO, ozone, and particulates, therefore any project contribution is considered significant; mitigation has not been identified to achieve acceptable LOS's with predicted traffic volumes; the project will result in the conversion of prime agricultural soils to urban use, and will consequently reduce the amount of vegetation and wildlife habitat on the site; the project could create excess industrially zoned land in the City.

Significant cumulative impacts which are expected to occur in the vicinity as a result of regional growth include continued overdraft of groundwater supplies; decreased air quality including increased levels of CO and ozone; continued reduction of native habitat and displacement of wildlife species; increased traffic volumes resulting from approval of projects without development of an adequate roadway network, and potential for discovery and disturbance of archaeologic sites. The final determination as to which impacts are significant is made by the City, so the classifications presented in this EIR must be considered as suggestive.



Table 1
Suggested Findings of Significance for Project Specific Impacts

	Less than Significant Impacts		Significant Impacts not fully Mitigated w/ identified Measures
	with existing Mitigation Measures	with Project Specific Mitigation	
Air Quality			X
Hydrology		X	
Storm Drainage		X	
Geology & Soils			X
Vegetation/Wildlife			X
Noise	X		
Land Use			X
Recreation	X		
Traffic			X
Water	X		
Sewer		X	
Solid Waste	X		
Fire Protection		X	
Police Protection	X		
Schools	X		
Natural Gas	X		
Electricity	X		
Telephone	X		
Visual & Aesthetic			X
Energy	X		
Archaeology/History		X	



Table 2
Suggested Findings of Significance
for Impacts Resulting from Cumulative Regional Growth

	Impacts for which currently identified mitigation exists	Impacts for which full mitigation has not been Implemented
Air Quality		X
Hydrology		X
Storm Drainage		X
Geology & Soils	X	
Vegetation/Wildlife		X
Noise	X	
Land Use	X	
Recreation	X	
Traffic		X
Water		X
Sewer	X	
Solid Waste	X	
Fire Protection	X	
Police Protection	X	
Schools	X	
Natural Gas	X	
Electricity	X	
Telephone	X	
Visual & Aesthetic	X	
Energy	X	
Archaeology/History		X



Existing Conditions

Geology and Soils

The project is in an area surrounded by several known faults. The major soil limitations of the site to urban use include a high shrink-swell potential and impermeability. The site includes some prime agricultural soils.

Hydrology, Water Quality, and Storm Drainage

The project site is within the 100 year flood plain of North Little John Creek and Weber Slough. The agricultural use of the land requires irrigation. Both channels are routinely filled to capacity during rain storms and additional capacity is limited if existent at all.

Vegetation and Wildlife

The majority of the site is in agricultural production and supports limited amounts of natural vegetation, primarily consisting of pioneer grasses and brush along fencelines and segments of North Little John Creek. No rare or endangered species are known to exist on the site, but sightings of the giant garter snake and Swainson's hawk have been reported in the vicinity.

Impacts

Development of the project would increase the number of structures and people subject to earthquake activity on the site and result in the removal of prime agricultural soils from production. Loss of production of prime agricultural soils represents a project specific and cumulative significant impact.

Implementation of the project will result in structures within the 100 year flood plain, and will result in an increase in runoff from the site during storms. Extensive irrigation will no longer be required, and a decrease in water consumption on the site could occur. Mitigation is expected to reduce project specific impacts to less than significant levels. Runoff from developing land uses in the area is an unmitigated cumulative impact.

Implementation of the project will introduce urban land use onto the site resulting in a reduction in vegetation and subsequent displacement of wildlife. The project may effect potential habitat of the giant garter snake or Swainson's hawk. Project specific impacts have not been reduced to less than significant levels. Continued reduction of natural area in the region represents an unmitigated cumulative impact.

Mitigation Measures

Structures will be constructed to the appropriate earthquake codes. No mitigation short of the "no project" alternative has been identified for the loss of production of prime agricultural soils on the site.

Structures will be built in conformance with Federal, Local, and State flood regulations. Project design will not substantially alter flood plain capacity on site. The storm drainage system includes a retention pond which will meter outfall in conformance with San Joaquin County requirements. The net result of this system will be a decrease in runoff from the site during peak flow periods.

Landscaping will utilize native compatible species as appropriate. The California Department of Fish and Game has indicated that a 100 foot non-structure buffer should be included along each side of North Little John Creek.



Existing Conditions

Climate and Air Quality

The San Joaquin Valley Air Basin is a nonattainment area for carbon monoxide, ozone (measured as oxidant), and total suspended particulate standards. Urban uses are principal contributors to carbon monoxide and ozone levels. Agricultural activities are principal contributors to particulate levels.

Noise

Existing noise on the project site is dominated by sounds from the nearby roadways, predominantly Highway 99. Short duration noises generated on the site include sounds from agricultural machinery. With the exception of the isolated rural farmsteads, there are no sensitive receptors on the site.

Land Use

The site is within the unincorporated portion of San Joaquin County and is designated for agricultural use. The site is designated by the Stockton General Plan 2000 as open space/agriculture. Proposed and existing land uses in the vicinity include agriculture, industrial, residential, and institutional.

Impacts

Implementation of the project would remove the land from agricultural use, but would introduce urban land use and produce an increase traffic volume, the principal source of CO and ozone. Short term impacts would include dust from construction activities. Because the area is designated as nonattainment, both project specific and cumulative impacts would be significant.

Development of urban land use on the site will produce a louder noise environment than that which currently exists. However, no onsite violations of the noise standard is predicted. Short term impacts will be generated by construction. The most significant long term generator of noise from the project will be motor vehicle traffic. Project specific and cumulative noise impacts are judged to be less than significant.

Implementation of the project would require annexation of the site into the City of Stockton, and a General Plan Amendment to change the land use designation to industrial use. The project could result in premature conversion of agricultural land. The project specific impact of the proposed land use change is in conflict with the General Plan and is therefore significant.

Mitigation Measures

The amount of dust generated during construction will be minimized through the use of sprinkling and the prompt replanting of ground cover. Motor vehicle emissions are generally being reduced through State mandated programs. However, regional and local programs can be implemented to reduce the number and length of local trips.

Project design will ensure that City noise ordinance standards are achieved for all on site structures.

The proponent has proposed an ultimate land use which represents a logical long term use of the site and extension of the currently developing industrial area. However, since it may be premature, and as such, would require extensive improvements to facilities, the City may wish to establish a policy that any General Plan Amendment, rezoning, or rezoning request for an Industrial designation must be accompanied by a development agreement.

Existing Conditions**Traffic**

Roadways in the vicinity are typically constructed to two lane rural standards. West of Highway 99, major urban land use development has been proposed and extensive improvements will be required. Even with the currently envisioned improvements, less than acceptable LOS are predicted on Highway 99 and the principal roadways serving the vicinity.

Population and Housing

The project site is in agricultural use, includes two farmsteads, and provides employment for the necessary people to maintain the farm operations.

Impacts

Implementation of the project will generate additional trips, contributing to the already predicted unacceptable conditions. Because of its location east of Highway 99, some roadways will require improvements which without the project might not be necessary, namely on Arch, Mariposa, and a portion of the Hwy 99/Mariposa interchange. Specific impacts are identified in the EIR and appended traffic analysis. Since ultimate development of the roadway network is not proposed, and unacceptable LOS's are predicted, both project specific and cumulative traffic impacts are considered significant.

Implementation of the project will result in the removal of existing residences from the site. No new housing will be created. However, a greater number of jobs will be generated which will require additional employees, who may in turn, require additional housing and services in the City, and could generate additional sales tax and property tax revenues. These impacts are not considered significant.

Mitigation Measures

The proponent will be responsible for development of the project's fair share of necessary improvements. These improvements are identified in the body of this EIR. Should the project be proposed for construction prior to construction of necessary improvements, as identified in the appended traffic analysis, the developer will be responsible for construction of such improvements. The City is considering a Mello-Roos District and Developer Impact Fees to fund improvements.

None.

Existing ConditionsImpactsMitigation Measures**Utilities**

Presently, the site is served by electricity and telephone services. Natural gas lines exist adjacent to the site. On site wells provide water for domestic and agricultural purposes.

Implementation of the project will require expansion of existing services, as well as extension of natural gas, solid waste disposal, City water, and sewage services to the site. The site was not included in the City master water plan, and an amendment would be required. However, extension of service is not predicted to be a problem. The site was included in the master sewage plan and development of the proposed collection system would facilitate service to the project. The existing system is not capable of providing service without substantial improvements. With mitigation, none of these project specific impacts are significant. Although the project may result in a decrease in water usage, the regional overdraft situation is a significant cumulative impact.

The developer will provide the necessary facilities for extension of gas, telephone, solid waste disposal, water and sewer to the site in accordance with all City and State requirements. If the project is proposed for development prior to construction of the proposed sewer system, the developer will be responsible for construction of the necessary improvements as identified in this EIR and the Wastewater Collection System Master Plan. The City is considering a Mello-Roos District and Developer Impact Fees to fund necessary water and sewer infrastructure. The City is seeking alternate sources of surface water to lessen the demand on local groundwater resources.

Police and Fire Services

The site is currently outside of the City of Stockton. The site is within the Montezuma Fire District and services are provided by San Joaquin County. Law enforcement services are provided by the San Joaquin Sheriff's Department and the California Highway Patrol.

Implementation of the project would require extension of City police and fire services to the site. Proposed urban development of the site would increase the need for the provision of emergency services. These impacts are not judged to be significant.

A new fire station is proposed for construction in the south end of the City, possibly near the Airport. Structures will include appropriate fire prevention measures as required by City and State codes. The project will be designed to facilitate surveillance and security patrols. Some future businesses will likely choose to implement additional security measures such as alarm systems or the services of private firms.



Existing Conditions

Visual and Aesthetic Resources.

The site is typical of agricultural land in the region. The overall character is dominated by the greens of irrigated crops. Since the property has been cleared, there are no sizable native trees on the property. Limited pioneer grasses and brush exist in the fencelines and along the watercourses. The rural setting is generally regarded as a more attractive and peaceful environment than that of an urban area. Surrounding land use, including Highway 99, industrial development, and the correctional facilities detract from the rural character and imply one of a changing environment.

Energy

Present energy use on the site is minimal and primarily associated with continuation of the farming operations.

Archaeology and History

The project site has been extensively disturbed by land clearing and farming activities. The likelihood of unknown archaeological or historic sites existing on the property is minimal. In conjunction with this EIR, a complete archaeological survey was completed which failed to locate any evidence of historic or archaeological use.

Impacts

Implementation of the project would result in replacement of the rural character of the site with an urban setting including structures, roadways, and urban activity. This is considered a significant project specific impact.

Implementation of the project will greatly increase the amount of energy utilized on the site.

Implementation of the project will require grading and construction activities which have the potential to disturb any undiscovered sites which could exist on the property.

Mitigation Measures

Project design will incorporate landscaping and visually attractive designs to minimize the impacts to the aesthetic environment. Even with such mitigation, the character of the site would change, and this is an unavoidable consequence of conversion of undeveloped property to developed land uses.

Structures will be designed and constructed to minimize energy consumption.

Should any presently unknown sites of cultural value be discovered during construction, work would be halted and a qualified archaeologist would be consulted to recommend appropriate disposition.



Required Approvals

Project approval will require the following discretionary approvals:

- (1) Approval by the City Planning Commission and the City Council of a General Plan amendment to change the land use designation of the property from Open Space/Agriculture to Industrial.
- (2) Rezoning to M-1, Light Industrial District, by the City Planning Commission and the City Council.
- (3) Approval of a tentative subdivision map by the City Planning Commission.
- (4) Approval of the proposed annexation by the Local Agency Formation Commission (LAFCO) and by the City Council.
- (5) A Stream Alteration Permit from the California Department of Fish and Game.

Areas of Controversy

A fundamental issue addressed in this EIR is the need for additional industrially designated land in the City of Stockton. Currently approximately 65% of the existing industrially zoned land within the City is vacant, and as a result, City staff is concerned with proposals to designate additional industrial property. The project proponents are of the opinion that the proposed land use represents the ultimate highest and best use of the property. For this reason, regional land use planning should include the property as proposed whether or not there is a current demonstrated market for the proposed parcels.

Issues to be Resolved

Several potential solutions for the provision of interim sanitary sewer service to the project have been identified, as well as specific measures necessary for each alternative. Depending on conditions at the time of project implementation, one of the alternatives will have to be selected. Each solution represents mitigation which would reduce the project specific impacts to a less than significant level.

Required roadway improvements have been identified in the vicinity for "with project" and "without project" conditions. Depending on improvements in existence at the time of project implementation, City staff will have to determine which specific improvements would be required of this developer.



APPENDIX C
BIOLOGICAL FIELD STUDY

MOORE BIOLOGICAL CONSULTANTS

1/96
Biology

Field Survey Report Arch Road Industrial Park Project, Stockton, California

Survey dates: August 6 and 18 and November 11, 1997.

Staff: Diane S. Moore, M.S. and Richard Crowe

Objectives: General reconnaissance of project site, assess habitat suitability for sensitive species and habitats, and record any notable wildlife observed on the site.

Methods:

The project site and surrounding areas were surveyed to document current land uses and presence or absence of sensitive habitats such as wetlands, and to determine suitability of the site for sensitive plant and animal species. The field surveys consisted of driving and walking around the entire project site.

Prior to the field surveys, sensitive habitats or species known or potentially occurring within the project vicinity were identified through a search of California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDB). Particular care was taken to determine whether potential habitat for federally-listed species such as fairy or tadpole shrimp (*Branchinecta* spp.; *Lepidurus packardii*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), or giant garter snake (*Thamnophis gigas*), exists in the project site. The site and adjacent buffer areas were also searched for suitable burrow habitat and/or signs of burrowing owls (*Speotyto cunicularia*), a State of California species of concern. Each tree on-site and in surrounding areas was searched for possible nests of Swainson's hawks (*Buteo swainsoni*), a State of California threatened species.

Results:

The majority of the natural habitats in the project vicinity have been replaced by agricultural fields and streets. The project site consists primarily of an agricultural field which was planted in peppers during the summer and was fallow during the fall survey. The field is surrounded by a thin, discontinuous band of non-native annual grassland. Weber Slough runs diagonally across the southeastern portion of the project site. There is a single residence, farm buildings, and disturbed annual grassland habitat within the 10+/- acre parcel on the north side of Arch road just east of the agricultural fields.

There are a few fig trees (*Ficus carica*) located along the northeast project boundary. There are some small (10+/- feet tall) valley oak (*Quercus lobata*) trees and seedlings scattered along the eastern edge of the project site and

along Weber Slough. There are also a few groups of willows (*Salix* sp.) located along Weber Slough. Please see Table 1 for a complete list of plant species documented in the project site during 1997 surveys.

The cropland and non-native annual grassland in the project vicinity provides foraging habitat for common urban bird species (Table 2). The few trees on the site are likely used for nesting by some of these species. Due to ongoing agriculture, mammal and reptile use of the project site is low

Weber Slough supports a well-developed emergent wetland throughout most of its length across the project site. There are two patches of bulrush (*Scirpus acutus*) located near the project boundaries and a few groups of willows located along the length of the slough. However, the majority of this flat-bottomed 15+/- foot wide feature is vegetated with moderately-dense to dense stands of cattails (*Typha* sp.).

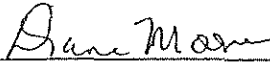
The CNDDDB search resulted in the identification of 13 occurrences of listed, candidate, and sensitive wildlife species that are known to occur within 10 miles of the project site. This includes 8 occurrences of Swainson's hawks, 4 occurrences of burrowing owl, and one record of giant garter snake. The closest of these occurrences is a Swainson's hawk nest located approximately 0.6 miles southwest of the site and two burrowing owls located approximately 0.4 miles and 0.6 miles west of the site. The 1976 giant garter snake occurrence is located in the Stockton Diverting Canal, just over 5 miles from the project site. The site does not contain habitat for sensitive vernal pool invertebrates or valley elderberry longhorn beetle.

During the field surveys, no Swainson's hawk nests were observed in trees located within adjacent parcels, and no Swainson's hawks were observed in the project vicinity. However, while Swainson's hawks have not been documented within the project site, cropland habitat which makes up the majority of the project site provides suitable foraging habitat for this species.

Although no burrowing owls were observed during the 1997 survey, there is suitable habitat for this species (i.e. burrows dug by ground squirrels) along Weber Slough. None of these burrows showed evidence of current or past occupancy by burrowing owls. There is also one active burrow along the western edge of 30-acre parcel located immediately west of the site. This burrow is located approximately 750 feet from the project site.

Weber Slough provides low quality habitat for giant garter snake, although use of this area by this species has not been documented. The lack of year-round aquatic habitat preferred by giant garter snake precludes intensive use of project site habitats by this species. However, Weber Slough could be used as a movement corridor during migration and/or dispersal of upstream or downstream giant garter snakes populations (if any exist).

Field survey report prepared by:


Diane S. Moore, M.S.
Wildlife and Fisheries Biologist

MOORE BIOLOGICAL CONSULTANTS

December 1, 1998

Mr. Charlie Simpson
InSite Environmental
2155 West March Lane, Suite 1-C
Stockton, CA 95207

Subject: Arch Road Industrial Park 100+/- Acre Parcel: Biology Update

Dear Charlie:

Thank you for contracting with Moore Biological Consultants to assist with the Arch Road Industrial Park project. At your request, I reviewed the revised biology chapter of the EIR Addendum and concur with the settling information and the appropriateness and adequacy of recommended mitigation measures.

You will recall that the methods and results of our 1997 surveys of the subject site were described in detail in our November 1997 Field Survey Report. The purpose of this letter is to convey additional information on biological resources in on-site and surrounding areas. Since preparation of the 1997 Field Survey Report, we have conducted a formal delineation of wetlands in a 360-acre parcel which includes the subject site and this delineation has been verified by the U.S. Army Corps of Engineers. We also conducted baseline biology surveys for this overall project area in May, 1998. Relevant observations made during these field surveys follow:

1. There are no heritage trees in the project site.
2. There are two active Swainson's hawk nests in close proximity to the project site. These nests are located approximately 1,500 feet northwest of the northwest corner of the project site and just east of the existing residence located east of the project site. Both nests were active in 1998.
3. Habitat conditions in Weber Slough in 1998 continue to be disturbed by farming up to the edge of the slough and routine channel maintenance as previously described. By leaving the slough in its existing location and providing buffers from development as proposed, habitat values in and adjacent to the slough would likely increase over time.

Thank you again for contracting with Moore Biological Consultants to provide biological resources support for this project. Please let me know if we can provide further assistance on this or any other projects. Also please call me at (209)365-6828 with any questions.

Sincerely,



Diane S. Moore, M.S.
Principal Biologist

TABLE 1

PLANT SPECIES OBSERVED AT THE
PROJECT SITE DURING 1997 SURVEYS

Scientific name	Common name
<i>Amaranthus sp.</i>	amaranth
<i>Avena sp.</i>	oat
<i>Brassica nigra</i>	black mustard
<i>Bromus diandrus</i>	ripgut brome
<i>Centaurea solstitialis</i>	yellow star-thistle
<i>Cirsium vulgare</i>	bull thistle
<i>Convolvulus arvensis</i>	morning glory
<i>Cyperus eragrostis</i>	umbrella sedge
<i>Datura stramonium</i>	jimson weed
<i>Eleocharis macrostachya</i>	creeping spikerush
<i>Ficus carica</i>	fig
<i>Glycyrrhiza lepidota</i>	wild licorice
<i>Helianthus sp.</i>	sunflower
<i>Hordium murinum</i>	barley
<i>Juglans californica</i> var. <i>hindsii</i>	black walnut
<i>Lactuca serriola</i>	prickly lettuce
<i>Lolium perenne</i>	perennial ryegrass
<i>Quercus lobata</i>	valley oak
<i>Rumex crispus</i>	curly dock
<i>Salix sp.</i>	willow
<i>Salsola tragus</i>	Russian thistle
<i>Scirpus acutus</i>	tule
<i>Sorghum halepense</i>	Johnsongrass
<i>Tribulus terrestris</i>	puncture vine
<i>Typha sp.</i>	cattail
Source: Moore Biological Consultants	

TABLE 2
WILDLIFE SPECIES OBSERVED AT THE
PROJECT SITE DURING 1997 SURVEYS

Birds

Green-backed heron
Turkey vulture
White-tailed kite
Northern harrier
American kestrel
Red-tailed hawk
Killdeer
California gull
Rock dove
Mourning dove
Tree swallow
Western scrub jay
Yellow-billed magpie
American crow
Northern mockingbird
Loggerhead shrike
European starling
Red-winged blackbird
Brewer's blackbird
House finch

Butorides striatus
Cathartes aura
Elanus caeruleus
Circus cyaneus
Falco sparverius
Buteo jamaicensis
Charadrius vociferus
Larus californicus
Columba livia
Zenaida macroura
Tachycineta bicolor
Aphelocoma coerulescens
Pica nuttalli
Corvus brachyrhynchos
Mimus polyglottos
Lanius ludovicianus
Sturnus vulgaris
Agelaius phoeniceus
Euphagus cyanocephalus
Carpodacus mexicanus

Mammals

Black-tailed hare
California ground squirrel

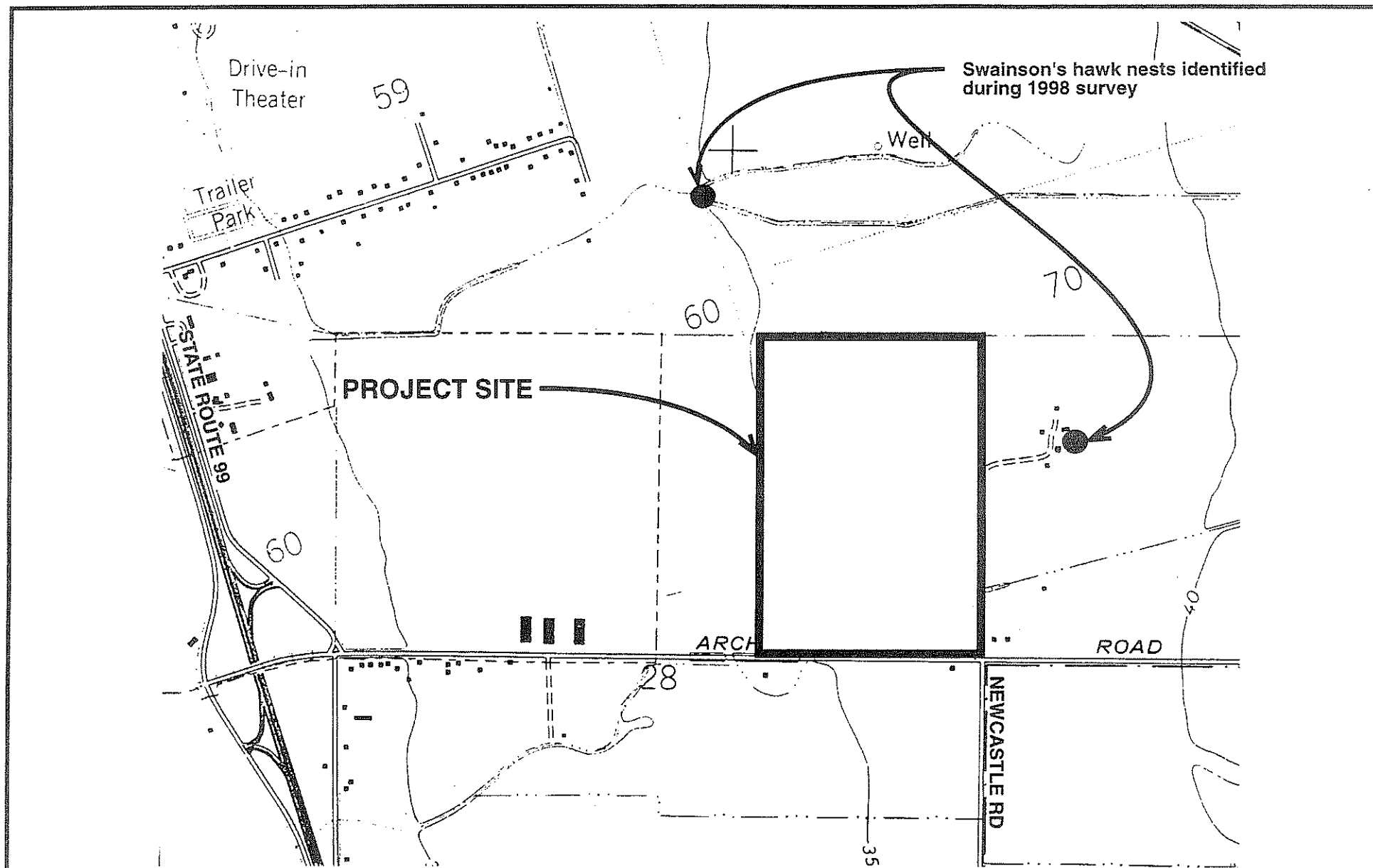
Lepus californicus
Spermophilus beecheyi

Reptiles

Western fence lizard

Sceloporus occidentalis

Source: Moore Biological Consultants



Scale: 0 1,000'

Source: Moore Biological

INSITE ENVIRONMENTAL

Figure 2
SWAINSON'S HAWK NEST SITES

APPENDIX D

AIR QUALITY MODELING RESULTS

PROJECT NAME: Arch Road Industrial 104.2 acres Date: 04-27-1998

1196
Air Quality

Project Area: San Joaquin Valley (Urban Areas)

Analysis Year: 1999 Temperature (F): 75 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
General Light Industry	80.0/\	104	8336

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.3	1.4	98.3	0.3
Light Duty Trucks	16.3	0.3	99.3	0.4
Medium Duty Trucks	5.4	1.5	98.5	0.0
Heavy Duty Trucks	2.4	21.2	78.8	N/A
Heavy Duty Trucks	0.8	N/A	N/A	100.0
Motorcycles	2.8	100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	4.7	2.4	5.2	4.2	3.6
% Started Cold	88.6	40.4	58.8	77.8	27.6
Trip Speed	25	25	25	25	25
Percent Trip	27.3	21.2	51.5		

APPENDIX E
CCS TRAFFIC STUDY

ARCH ROAD INDUSTRIAL SITE TRAFFIC STUDY

Prepared for

InSite Environmental

Prepared by

CCS Planning and Engineering, Inc.
530 Bercut Drive, Suite B
Sacramento, CA 95814
(916) 441-3804

October 20, 1998

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APPENDIX

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- G - Intersection Operations Calculations - Cumulative + Project Setting
- H - Intersection Operations Calculations - Mitigated Cumulative + Project Setting
- I - Intersection Operations Calculations - Cumulative + Alternative Project Setting
- J - Intersection Operations Calculations - Mitigated Cumulative + Alternative Project Setting

SUMMARY

CCS Planning and Engineering has been retained by InSite Environmental to conduct a traffic study of impacts associated with the development of the proposed Arch Road Industrial Site in Stockton, located at the intersection of Arch Road/Newcastle Road approximately one mile east of SR-99. The site is 103.41 acres and is proposed as approximately 2,702,700 sq. ft of light industrial development. Access to the site would be via driveways located along a northern extension of Newcastle Road.

Existing traffic volumes during the PM peak hour were analyzed for seven intersections in the vicinity of the project, all of which are currently unsignalized. All of the intersections were found to be operating at acceptable levels of service, except for the intersection of Arch-Airport Road/West SR-99 Frontage Road which was found to be operating deficiently. Existing PM peak hour volumes at the intersection do not satisfy Caltrans peak hour signal warrants.

To establish a base condition from which to analyze and establish project impacts for existing conditions, traffic volumes which will be added from approved projects in the vicinity of the Arch Road Industrial Site project were added to existing volumes, creating an Existing plus Approved Projects condition. With these added volumes from approved projects, the intersections of Arch-Airport Road/West SR-99 Frontage Road and Mariposa Road/East SR-99 Frontage Road were found to operate deficiently. Existing plus Approved Project PM peak hour volumes would satisfy Caltrans signal warrants. Therefore, these intersections were assumed as signalized, along with additional necessary modifications to geometrics, prior to adding project traffic from the Arch Road Industrial Site.

The seven study intersections, with improvements as recommended above, were then analyzed with Project volumes associated with the Arch Road Industrial Site added to Existing plus Approved Project volumes. The proposed project is estimated to add 14,054 daily trips to area roadways and intersections, 2,216 of which would occur during the PM peak hour. These added volumes are projected to create significant impacts, defined as a degradation in the intersection's level of service from an acceptable level of service to an unacceptable level of service, at the intersections of Arch-Airport Road/West SR-99 Frontage Road, Arch Road/East SR-99 Frontage Road, Arch Road/Newcastle Road, Mariposa Road/West SR-99 Frontage Road and Mariposa Road/East SR-99 Frontage Road. The intersection of Arch-Airport Road/West SR-99 Frontage Road would require exclusive NB and EB rights in addition to the signalization and other improvements recommended for Existing plus Approved Project conditions. While, the intersection of Mariposa Road/East SR-99

Frontage Road would require an exclusive NB right in addition to signalization and other improvements recommended for Existing plus Approved Project Conditions. PM peak hour Existing plus Approved Project plus Project volumes at the intersections of Arch Road/East SR-99 Frontage Road, Arch Road/Newcastle Road and Mariposa Road/West SR-99 Frontage Road would satisfy Caltrans signal warrants. Therefore, to mitigate project impacts, these intersections should be signalized along with additional necessary modifications to geometrics. These recommended geometric improvements would include provision of a SB channelized free right from Newcastle Road to Arch Road, feeding into an added WB auxiliary lane west of Newcastle Road.

The proposed project was also analyzed for Cumulative (2010) conditions on an improved roadway network which includes the extension of Newcastle Road north to Mariposa Road, widening of Arch Road, a new Arch-Airport Road/SR-99 urban interchange (which will result in abandonment of the study intersection of Arch-Airport Road/West SR-99 Frontage Road), and other area improvements including signalization of Arch Road intersections at Qantas, East SR-99 Frontage, and Newcastle; and Mariposa intersections at East and West SR-99 Frontage Roads. Cumulative plus Project trips were distributed to the roadway network using the City of Stockton traffic model developed originally for the Stockton General Plan Update (SGPU). Two additional intersections were analyzed for Cumulative conditions.

All but one of the cumulative scenario study intersections were found to operate deficiently with traffic volumes projected for the Cumulative plus Project Setting. Recommended mitigation measures at the intersections of Mariposa Road/New Industrial Road and Mariposa Road/Newcastle Road would consist of signalization and other geometric improvements. Recommended mitigation measures at the intersections of Arch-Airport Road/Qantas Lane, Arch Road/East SR-99 Frontage Road, Arch Road/Newcastle Road, Mariposa Road/West SR-99 Frontage Road and Mariposa Road/East SR-99 Frontage Road would consist of a variety of geometric improvements. The WB right turn from Mariposa Road to East SR-99 Frontage Road would require dual channelized right turns feeding into one or two added northbound lanes, which would lead to the NB SR-99 on-ramp. The new Arch-Airport Road/SR-99 urban interchange will operate deficiently even with potential improvements such as triple lefts and additional EB and/or WB through lanes. The recommended mitigation would be completion of phase 2 of the interchange improvements which would provide for direct airport to freeway ramps.

To provide a "worst case" Cumulative plus Project scenario, an Alternative Project with commercial development analysis was conducted. The alternative project is estimated to add 67,568 daily trips to the surrounding roadway network, 4,365 of which would occur during the PM peak hour. Commercial development would result in approximately 53,500 more daily trips (approx. 480% increase) and 2,150 more PM peak hour trips (approx. 200% increase) than would be generated by the proposed industrial land use. Cumulative plus "Alternative" Project traffic volumes would also result in deficient operations at all but one of the cumulative scenario study intersections. Recommended mitigation measures at the intersection of Mariposa Road/New Industrial Road would consist of signalization and other geometric improvements, while recommended mitigation measures at the intersection of Mariposa Road/Newcastle Road would consist simply of signalization. Recommended mitigation measures at the intersections of Arch-Airport Road/Qantas Lane, Arch Road/East SR-99 Frontage Road, Arch Road/Newcastle Road, Mariposa Road/West SR-99 Frontage Road and Mariposa Road/East SR-99 Frontage Road would consist of a variety of geometric improvements. The WB right turn from Mariposa Road to East SR-99 Frontage Road would require dual channelized right turns feeding into one or two added northbound lanes, which would lead to the NB SR-99 on-ramp. The new Arch-Airport Road/SR-99 urban interchange will operate deficiently even with potential improvements such as triple lefts and additional EB and/or WB through lanes.

The recommended mitigation would be completion of phase 2 of the interchange improvements which would provide for direct airport to freeway ramps.

SECTION 1

INTRODUCTION

CCS Planning and Engineering has been retained by InSite Environmental to conduct a traffic study of impacts associated with the development of the proposed Arch Road Industrial Site in Stockton.

This traffic study supplements the traffic analysis included within a previous EIR titled Arch Road Industrial Site, Units Three and Four, EIR 1-87. This previous EIR analyzed impacts associated with development of 496.2 acres of light industrial development, portions of which have since been developed as light industrial (the southwestern most section of the parcel located within the northeast quadrant of Arch Road/Frontier Road), while the northernmost portion has been reanalyzed as light industrial as part of the Mariposa Road/Rancho Mariposa Projects Final EIR 5-91.

PROJECT DESCRIPTION

Figure 1 depicts the location of the proposed project with respect to the surrounding community and roadway network

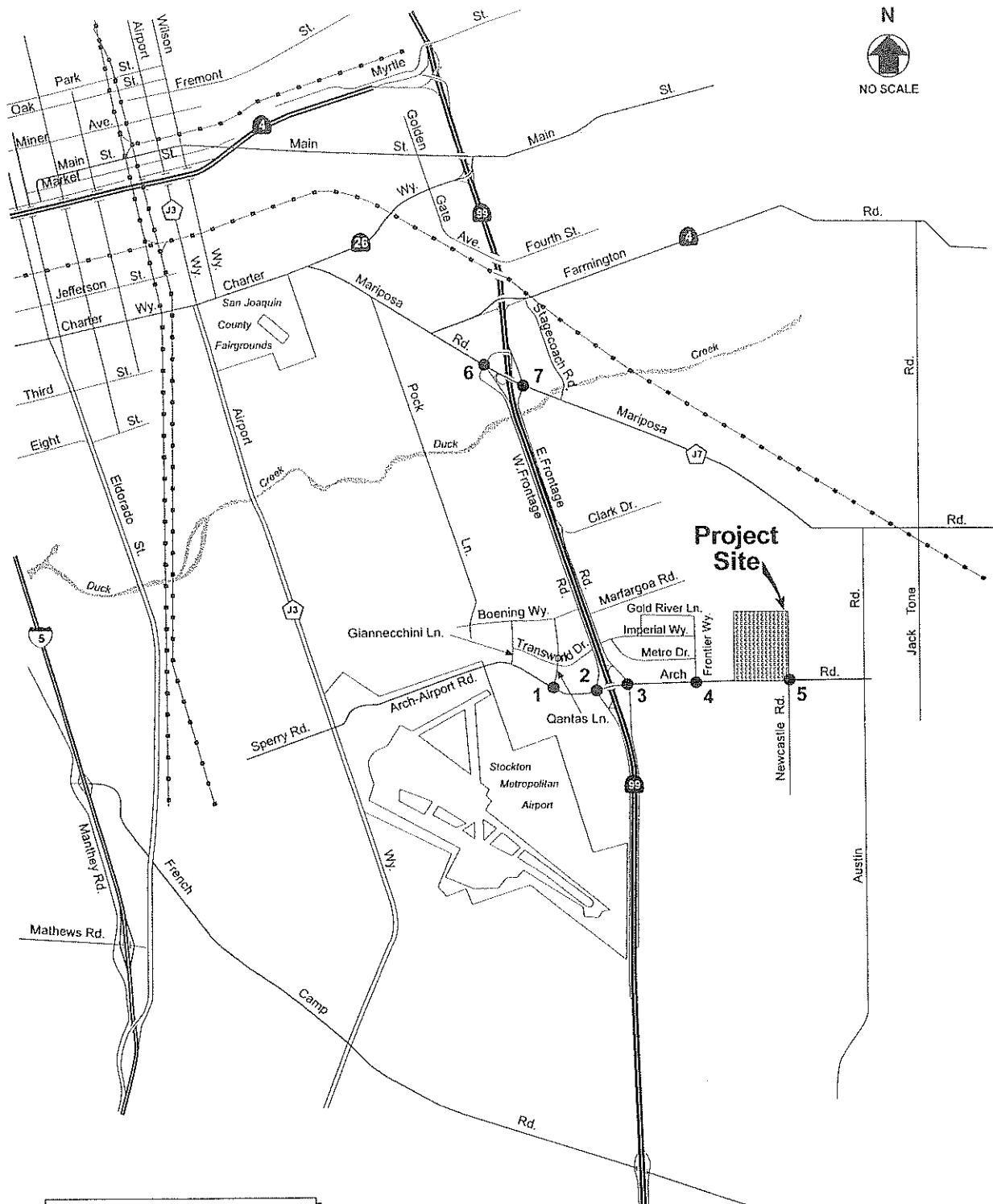
The project is envisioned as a light industrial facility, similar to other existing and proposed land uses in the vicinity of the site. The site is located along the north side of Arch Road approximately one mile east of SR-99. A future extension of Newcastle Road north from Arch Road will serve as the project's eastern boundary and sole point of access. The western boundary of the site will be a future roadway currently referred to as New Industrial Road. The northern edge of the parcel will be the southern edge of the proposed Mariposa Road Industrial Site.

In addition to intermittent light industrial development in the vicinity of the project, adjacent land uses consists primarily of rural residential and agricultural development, particularly east and south of the site.

The site is 103.41 acres, with a projected maximum allowable Floor-to-Area Ratio (FAR) of 0.60, resulting in an assumed facility of approximately 2,702,700 sq. ft.

Site Access

Sole access to the site is projected to be via driveways located along a northern extension of Newcastle Road.



Legend:

- Study Intersection

Arch Road Industrial Site TIA	Figure
Vicinity Map	1

SECTION 2

EXISTING SETTING

To provide a baseline for analysis of project conditions, existing traffic conditions near the site were surveyed and analyzed. This section summarizes the Existing Setting conditions.

EXISTING ROADS

The following existing roadways would serve the proposed project:

Arch Road is an east-west arterial approximately two miles in length which runs between SR-99 and Austin Road. Arch Road is an undivided 2-lane facility which is generally unimproved with narrow lanes and narrow shoulders except for the westbound lanes between Frontier Way and East SR-99 Frontage Road which were improved with curb, gutter and sidewalk to accommodate light industrial development. The roadway continues west of SR-99 as Arch-Airport Road to Airport Way, then further west to McKinley Road as Sperry Road. Arch-Airport Road is also an undivided 2-lane roadway except between Giannecchini Lane and West SR-99 Frontage Road where two westbound lanes exist. Arch Road is posted at 55 mph east of Frontier Way, while Arch Road west of Frontier Way and Arch-Airport Road is posted at 45 mph.

Mariposa Road (County Road J7) is a 2-lane undivided arterial which runs diagonally in a northwest-to-southeast configuration. The roadway begins in the City of Stockton at Charter Way (SR-26), continues southeast through the SR-99 interchange, and terminates at Escalon Bellota Road near the southwest corner of San Joaquin County. West of SR-99, the roadway is posted as 45 mph and serves generally commercial and residential development. East of SR-99, the roadway is posted at 50 mph and serves light industrial, rural residential, and agricultural development.

East SR-99 Frontage Road & West SR-99 Frontage Road are undivided 2-lane frontage roads located to the immediate east and west of SR-99 between Mariposa Road and hook ramps to/from SR-99 approximately 1 1/2 miles south of Arch Road. The roadways serve light industrial, commercial, and residential development, and are posted at 35 mph.

Qantas Lane is a north-south 2-lane collector which runs north from Arch Lane approximately 1/2 mile to Boeing Way, and serves primarily commercial and light industrial developments.

Frontier Way is a north-south 2-lane collector which runs north from Arch Lane approximately 1/2 mile to Gold River Lane, and serves primarily commercial and light industrial developments.

Intersections identified as deficient (LOS E or F) under Cumulative plus Project conditions would also operate deficiently for Cumulative no project conditions as well in most cases. Therefore, it is not possible to identify specific project related "significant impacts," but rather intersections at which project related traffic would further contribute to deficient operation. Identified "mitigation" measures would thus be the responsibility of all proposed and future developments within the study area, including the Arch Road Industrial Site project, with fair share apportionment determined by traffic loadings onto the cumulative network.

STUDY INTERSECTIONS

The following intersections were selected, with input from City of Stockton traffic engineering staff, for existing conditions analysis :

1. Arch-Airport Road / Qantas Lane
2. Arch-Airport Road / West SR-99 Frontage Road
3. Arch Road / East SR-99 Frontage Road
4. Arch Road / Frontier Way
5. Arch Road / Newcastle Road
6. Mariposa Road / West SR-99 Frontage Road
7. Mariposa Road / East SR-99 Frontage Road

All seven of the existing conditions study intersections are currently unsignalized. Existing intersection lane geometrics are depicted in **Figure 2**.

TRAFFIC VOLUMES

Existing PM peak hour traffic volumes were collected by CCS at each of the seven existing conditions study intersections on Tuesday, September 30, 1997. Existing PM peak hour traffic volumes are depicted in **Figure 3**.

TRAFFIC OPERATIONS

Intersection operations were evaluated for the PM peak hour at the seven existing conditions study intersections.

Level of Service Concept

The operating conditions experienced by motorists are described "levels of service" (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that

might occur. Levels of service "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions.

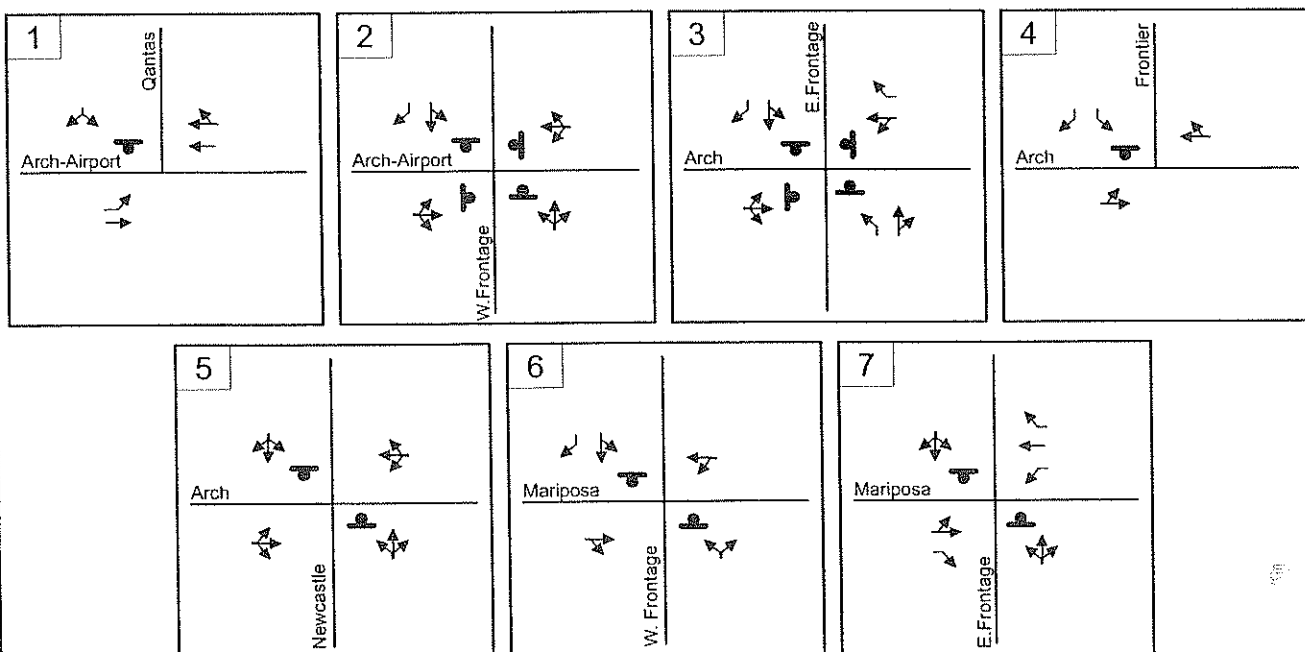
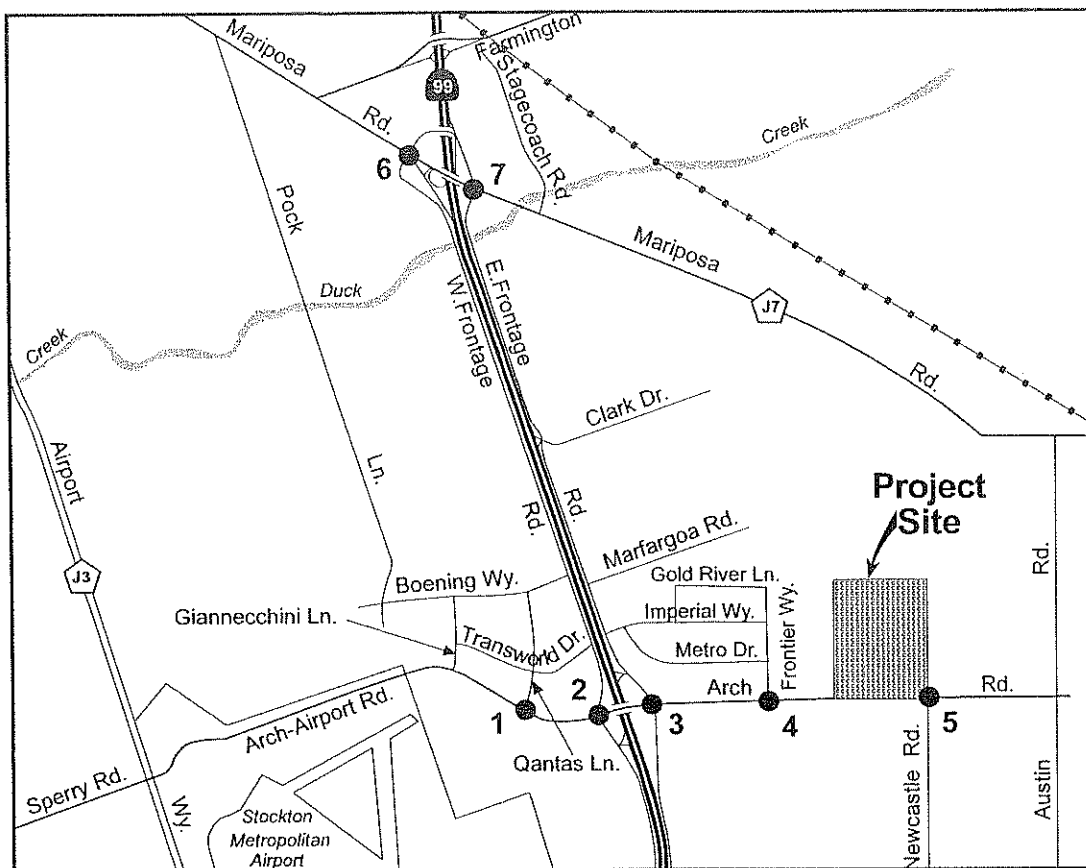
The City of Stockton utilizes a LOS "D" goal for intersection operating conditions.

Intersection Analysis Methodology

Different types of analysis are used for signalized and unsignalized intersections. Although all seven of the existing conditions study intersections are currently unsignalized, under future conditions signals are assumed, therefore methodologies used to analyze both signalized and unsignalized intersections are described.

Signalized Intersection Analysis. Signalized intersection analyses were conducted using a methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual*, 1994. The methodology utilized is known as "operations analysis." This procedure calculates an average stopped delay per vehicle at a signalized intersection, and assigns a level of service designation based upon the delay. The method also provides a calculation of the volume-to-capacity (v/c) ratio of the critical movements at the intersection. **Table 1** presents the level of service criteria for signalized intersections.

Unsignalized Intersection Analysis. Stop-controlled intersections were analyzed using the methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual*, 1994. This methodology calculates an average total delay per vehicle for each controlled movement and for the intersection as a whole. A level of service designation based upon the delay. **Table 2** presents the relationship of total delay to level of service for two-way stop-controlled intersections. Intersection levels of service reported in this analysis are based upon average total delay per vehicle for the intersection as a whole.



Legend:

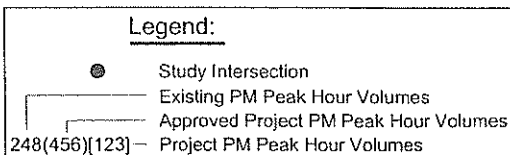
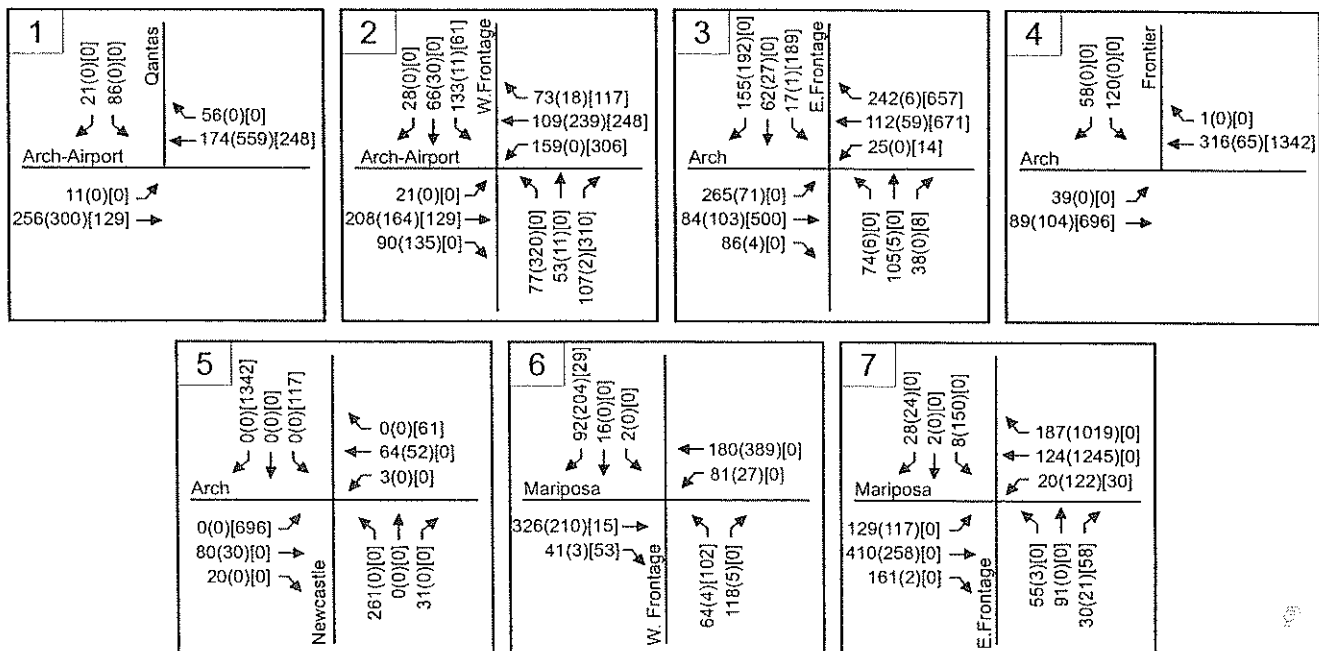
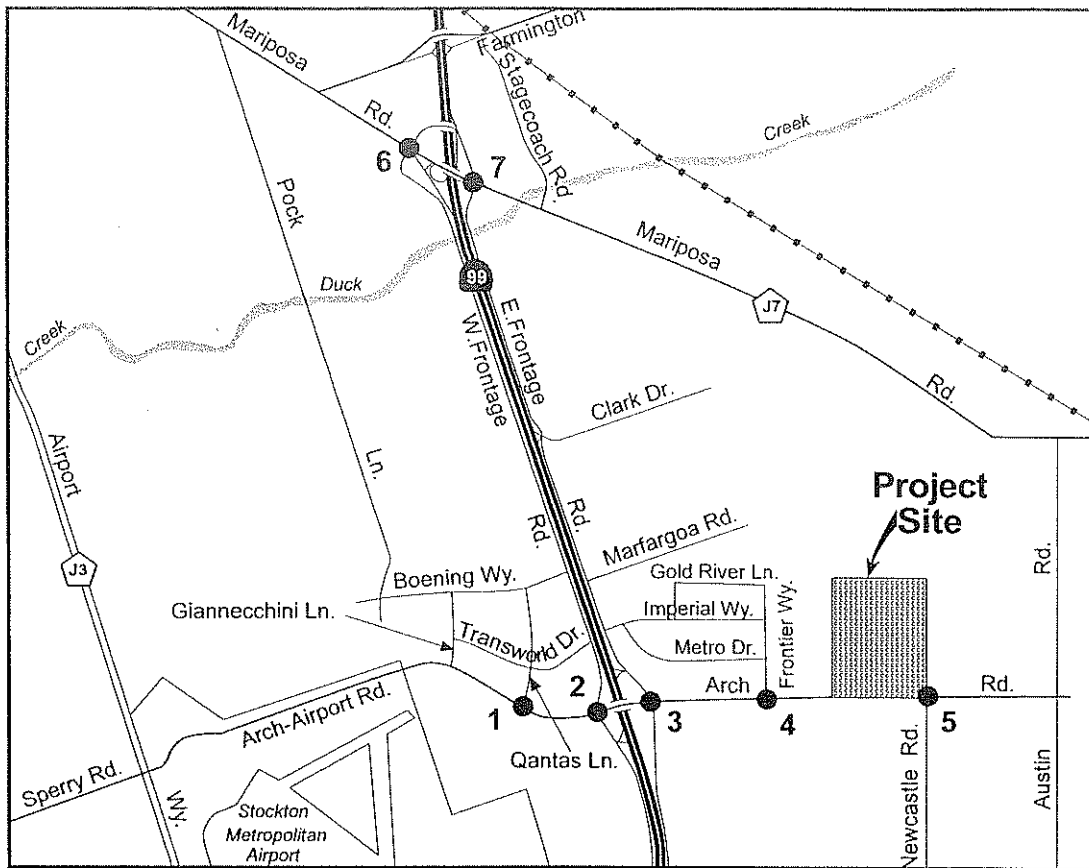
- Study Intersection
- ⬮ Stop Control

Arch Road Industrial Site TIA

**Existing
Intersection Geometrics**

Figure

2



Arch Road Industrial Site TIA

Existing/Approved Project/Project PM Peak Hour Volumes

Figure
3

Table 1
Level of Service Criteria
Signalized Intersections

Level of Service	Stopped Delay per Vehicle (secs)	Description
A	0 - 5.0	Very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	5.1 - 15.0	Generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS "A," causing higher levels of average delay.
C	15.1 - 25.0	These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though may still pass through the intersection without stopping.
D	25.1 - 40.0	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	40.1 - 60.0	These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	> 60.0	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

Table 2
Level of Service Criteria
Unsignalized Intersections

Level of Service	Total Delay per Vehicle (Seconds)	Description
A	0 - 5.0	Little or no delay
B	5.1 - 10.0	Short traffic delay
C	10.1 - 20.0	Average traffic delays
D	20.1 - 30.0	Long traffic delays
E	30.1 - 45.0	Very long traffic delays
F	> 45.0	Extreme delays potentially affecting other traffic movements in the intersection

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington, D.C., 1994.

Signal Warrants

Traffic signal warrants are standards which provide guidelines for determining whether a traffic signal is needed. A traffic signal should not be installed if none of a series of warrants are met, since the installation of traffic signals may increase delays for the majority of through traffic, and increase the occurrence of particular types of accidents. If one or more warrants are met, a signal may be appropriate.

For this traffic study, available data is limited to PM peak hour volumes, thus unsignalized intersections found to be operating deficiently (LOS E or F) will be evaluated using the Peak Hour Warrant (Warrant No. 11) from the Caltrans Traffic Manual. The Peak Hour Volume Warrant is intended for application where traffic conditions are such that for at least one hour of the day, the minor street suffers long delays in entering or crossing the major street. Before a signal is installed, a more detailed signal warrant study is recommended which considers AM peak hour volumes and volumes during the eight highest hours of the day, and pedestrian traffic and accident histories.

It is possible that an unsignalized intersection will not meet signal warrants, but will have one or more movements which experience LOS F operations. Level of service F can be indicated for a very low volume of vehicles at a stop sign. Although these stopped vehicles may experience long delays, there would not be an overall benefit if the higher number of vehicles on the major street are stopped in favor of the few vehicles on the minor street. The signal warrant considers a balance between major street and minor street delays, and may indicate that there is overall benefit if drivers on the minor street continue to experience long (LOS E or F) delays.

Intersection Operations

Existing intersection levels of service were calculated for each of the seven existing conditions study intersections, all of which are currently unsignalized. Level of service summaries are provided in Table 3, while detailed intersection operation calculations are included in Appendix B.

Table 3
Existing Intersection Operations
PM Peak Hour

	Intersection	Control	Existing	
			LOS	(Delay)
1	Arch-Airport / Qantas Rd.	Minor Stop	A	(1.3)
2	Arch-Airport / W. SR-99 Frontage	4-way stop	E	(30.1)
3	Arch / E. SR-99 Frontage	4-way stop	B	(7.3)
4	Arch / Frontier Way	Minor Stop	A	(0.9)
5	Arch / Newcastle	Minor Stop	A	(3.8)
6	Mariposa / W. SR-99 Frontage	Minor Stop	A	(2.3)
7	Mariposa / E. SR-99 Frontage	Minor Stop	A	(2.6)

Notes:

Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds).

Minor Stop = Only the minor street stops

Six of the seven existing study intersections were found to be operating overall at acceptable levels of service, LOS D or better (no more than 30 seconds of overall delay per vehicle), during the PM peak hour. The following intersection was found to operate overall at an unacceptable level of service, LOS E, during the PM peak hour:

2. Arch-Airport Road / West SR-99 Frontage Road
(LOS E @ 30.1 sec. avg. delay/veh)

The unsignalized intersection of Arch-Airport Road/West SR-99 Frontage Road does not currently satisfy the "urban" peak hour signal warrant for PM peak hour conditions.

SECTION 3

EXISTING PLUS APPROVED PROJECT SETTING

This section describes the conditions which would exist when traffic volumes associated with approved projects in the vicinity of the proposed project are added to existing traffic volumes. This scenario establishes a baseline scenario on top of which trips generated by the proposed project can be added. Transportation deficiencies resulting from the addition of approved project traffic can thus be identified, with appropriate improvements recommended (i.e. intersection signalization, lane geometrics modifications, etc.) which would provide acceptable operations. These recommended improvements provide a baseline from which project impacts can be identified, with additional improvements recommended which would "mitigate" project impacts.

APPROVED PROJECTS

City of Stockton and San Joaquin County planning and traffic engineering staff were consulted to establish which approved projects in the vicinity of the proposed project should be considered for the Existing plus Approved Project Setting. Trips generated by the following approved projects were added to existing traffic volumes:

Residential

1. Little John Creek (778 d.u.) located NW of SR-99/Arch Rd. interchange
2. Manhattan Plaza (119 d.u.) located west of the SR-99/Mariposa Rd. interchange
3. Montclair Terrace #3 (43 d.u.) located west of the SR-99/Mariposa Rd. interchange
4. Montezuma Estates (27 d.u.) located west of the SR-99/Mariposa Rd. interchange
5. Beeler Estates (29 d.u.) located near Carpenter Rd. west of SR-99 (between Mariposa & Arch)
6. Lizzie Estates (28 d.u.) located near Carpenter Rd. west of SR-99 (between Mariposa & Arch)

Non-Residential (all Light Industrial)

1. Airport Gateway (368 acres) located SW of Arch-Airport Rd./Airport Way
2. Rancho Mariposa Project (65 acres) located immediately NW of proposed project

3. Mariposa Road Project (199.71 acres) located immediately north of proposed project

Trip Generation

Trip generation relates land use to the number of vehicles entering and/or exiting the site, primarily during the AM and PM peak hours, as well as throughout a typical weekday. Trip generation to and from the residential developments was established using trip generation rates utilized by the City of Stockton traffic model, while trip generation to and from the three light industrial sites was obtained from corresponding traffic studies/EIR's. **Table A-1** located in **Appendix A** provides a summary of trip generation rates and vehicular trips for the approved projects.

Trip Distribution

Trip distribution patterns to and from the approved projects were based on typical existing trip distribution patterns as identified in the Mariposa Road/Rancho Mariposa Projects Final EIR 5-91 and Airport Gateway Center Supplemental EIR. Trip Distribution patterns as used in these reports were derived from the City of Stockton traffic model developed originally for the Stockton General Plan Update (SGPU). The distribution simulates focal patterns of trip making, matching residential trips with other uses such as employment, shopping, business, and education.

PLANNED IMPROVEMENTS

Although minimal improvements are planned to accommodate the approved projects (i.e. new collector roadways to accommodate the Rancho Mariposa and Mariposa Road Projects), the roadway network, study intersections, and intersection geometrics and traffic control assumed for the Existing Setting are also assumed for the Existing plus Approved Project Setting.

TRAFFIC IMPACTS

Traffic Volumes

PM peak hour traffic volumes to and from the approved project were distributed and added to existing PM peak hour traffic volumes at each of the seven existing conditions study intersections. Approved project PM peak hour traffic volumes are depicted in **Figure 3**.

Intersection Operations

Intersection operations were evaluated for the PM peak hour at the seven existing conditions study intersections for Existing plus Approved Projects conditions, and are summarized in **Table 4**. Detailed intersection operation calculations are included in **Appendix C**.

Table 4
Existing plus Approved Projects Intersection Operations
PM Peak Hour

Intersection	Control	Existing	Existing + Approved	Existing + Approved (improved geometrics)	
		LOS (Delay)	LOS (Delay)	Recommended Improvements	LOS (Delay)
1 Arch-Airport / Qantas	Minor Stop	A (1.3)	A (2.3)		
2 Arch-Airport / W. SR-99 Frontage	4-way stop	E (30.1)	F (735)	Signalize & add exclusive lefts on all approaches	C (23.1)
3 Arch / E. SR-99 Frontage	4-way stop	B (7.3)	C (17.2)		
4 Arch / Frontier Way	Minor Stop	A (0.9)	A (0.8)		
5 Arch / Newcastle	Minor Stop	A (3.8)	A (3.8)		
6 Mariposa / W. SR-99 Frontage	Minor Stop	A (2.3)	C (14.2)		
7 Mariposa / E. SR-99 Frontage	Minor Stop	A (2.6)	F (overflow)	Signalize, add exclusive NB, SB and EB lefts, & additional WB through	D (38.6)

Notes:

Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds).

Minor Stop = Only the minor street stops

E = Bolding indicates Deficient Operation

The addition of traffic generated by approved projects will create operational deficiencies (LOS E or F) at the following two study intersections during the PM peak hour:

2. Arch-Airport Road / West SR-99 Frontage Road
(LOS F @ 735 sec. avg. delay/veh)
7. Mariposa Road / East SR-99 Frontage Road
(LOS F @ incalculably high (overflow) avg. delay/veh)

Recommended Improvements

To establish a baseline for analysis of project impacts improvements were recommended at the three study intersections projected to operate deficiently for Existing plus Approved Project conditions.

Intersections found to satisfy Caltrans peak hour signal warrants during the PM peak hour should be analyzed in further detail, with detailed signal warrant analysis including at least the 8 hour warrant and AM peak hour warrant. Additionally, since the intersection level of service analysis is confined to the PM peak hour, recommendations for geometric improvements should be analyzed in further detail. In some cases, it may be necessary to provide additional improvements to accommodate AM peak hour traffic.

Recommended improvements to provide acceptable PM peak hour levels of service at intersections projected to operate deficiently with the addition of approved project traffic are described below. A summary of recommended improvements and improved level of service operation is provided in **Table 4**.

Deficiency EA-1 (Existing plus Approved Projects): The addition of project traffic would cause the average LOS at the intersection of (#2) Arch-Airport Road/West SR-99 Frontage Road to degrade from an already unacceptable LOS E to LOS F in the PM peak hour.

Recommendation EA-1: Existing plus Approved Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. In addition, exclusive left turn lanes should be added on all four approaches, with the SB approach striped to accommodate a left and combined through-right. Signalization of the intersection, and additional improvements as described, would provide LOS C operation during the PM peak. A detailed intersection operation calculation sheet showing improved operations is included in **Appendix D**.

Deficiency EA-2: The addition of project traffic would cause the average LOS at the intersection of (#7) Mariposa Road/East SR-99 Frontage Road to degrade from LOS A to LOS F in the PM peak hour.

Recommendation EA-2: Existing plus Approved Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. In addition, exclusive left turn lanes should be added on the EB, SB and NB approaches. Additionally, it is recommended that a second WB through lane be added. Signalization of the intersection, and additional improvements as described, would provide LOS D operation during the PM peak. A detailed intersection operation calculation sheet showing improved operations is included in **Appendix D**.

SECTION 4

PROJECT IMPACTS - EXISTING PLUS APPROVED PROJECTS PLUS PROJECT SETTING

The project impacts evaluation analyzes the impacts associated with completion of the proposed Arch Road Industrial Site. Project related volumes were added to Existing plus Approved Project volumes at study intersections with improvements including signalization and lane geometrics identified as necessary to accommodate Existing plus Approved Projects plus Project volumes.

TRIP GENERATION

Trip generation to and from the proposed project was established using trip generation rates utilized by the City of Stockton for light industrial/warehouse land uses. **Table 5** provides a summary of trip generation rates and vehicular trips to and from the proposed project site.

The proposed project is estimated to add 14,054 daily trips to area roadways and intersections, 2,216 of which would occur during the PM peak hour.

Table 5
Project Trip Generation

Land Use	Size	TRIP GENERATION			
		Daily Rate/Trips	PM Peak Hour		
			Inbound Rate/Trips	Outbound Rate/Trips	Total Rate/Trips
Light Industrial, Warehouse	2,702.7 ksf	5.20/14,054	0.28/757	0.54/1,459	0.82/2216

TRIP DISTRIBUTION

Trip distribution patterns to and from the proposed project were based on typical existing trip distribution patterns as used within *Mariposa Road/Rancho Mariposa Projects Final EIR 5-91* and *Airport Gateway Center Supplemental EIR*. Trip Distribution patterns as used in these reports were derived from the City of Stockton traffic model developed originally for the Stockton General Plan Update (SGPU). The distribution simulates focal patterns of trip making, matching residential trips with other uses such as employment, shopping, business, and education.

Figure 4 depicts the trip distribution to and from the proposed project, and basic traffic assignment to area roadways.

TRAFFIC IMPACTS

Traffic Volumes

PM peak hour traffic volumes to and from the proposed Arch Road Industrial Site were distributed and added to Existing plus Approved Project PM peak hour traffic volumes at each of the seven existing conditions study intersections. The most significant traffic increases generated by the project would be along Arch Road between the West SR-99 Frontage Road and Newcastle Road. **Figure 3** displays the PM peak hour traffic volumes which would be added by the proposed project.

Standards of Significance

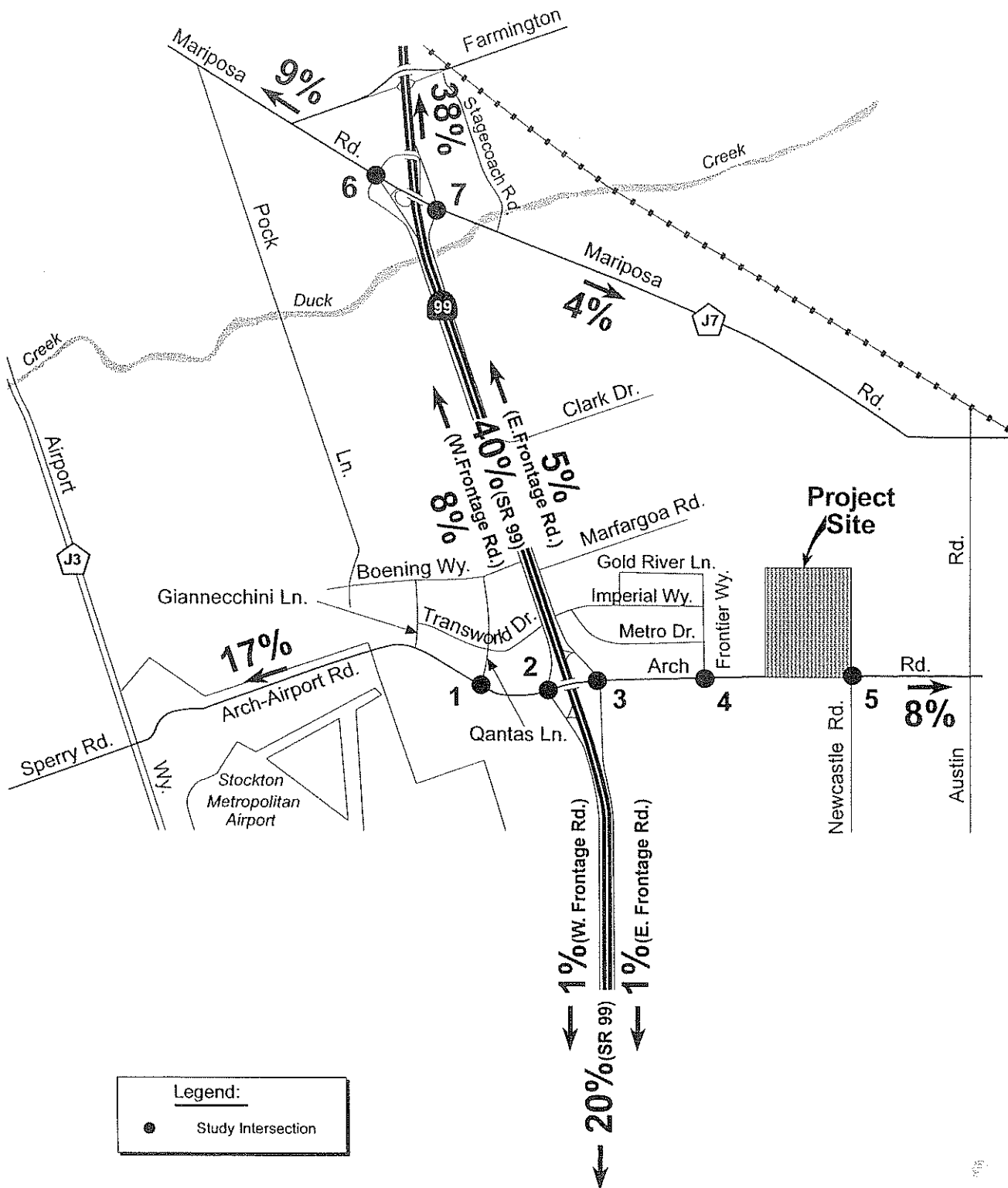
For this analysis, a significant traffic impact at an intersection occurs when the traffic generated by the proposed project degrades the level of service of the intersection from an acceptable level of service (LOS A, B, C or D) without the project to an unacceptable level of service (LOS E or F) with the project.

Intersection Operations

Intersection operations were evaluated for the PM peak hour at the seven existing conditions study intersections for Existing plus Approved Projects plus Project conditions, and are summarized in **Table 6**. Detailed intersection operation calculations are included in **Appendix E**.

The addition of traffic generated by the approved Arch Road Industrial Site project will create significant impacts, defined as a degradation in the intersection's level of service from acceptable (LOS D or better) to unacceptable (LOS E or F), at the following five study intersections during the PM peak hour:

2. Arch-Airport Road / West SR-99 Frontage Road
(LOS F @ 84.9 sec. avg. delay/veh)
3. Arch Road / East SR-99 Frontage Road
(LOS F @ 768 sec. avg. delay/veh)
5. Arch Road / Newcastle Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
6. Mariposa Road / West SR-99 Frontage Road
(LOS F @ 298 sec avg. delay/veh)
7. Mariposa Road / East SR-99 Frontage Road
(LOS @ E @ 48.5 sec avg. delay/veh)



Legend:
 ● Study Intersection

Arch Road Industrial Site TIA	Figure 4
Trip Distribution	

Table 6
Existing Plus Approved Projects plus Project Intersection Operations
PM Peak Hour

Intersection	Existing		Existing + Approved		Control With Improved Geometrics	Existing + Approved (imp geo)		Existing + Approved + Project	
	LOS	(Delay)	LOS	(Delay)		LOS	(Delay)	LOS	(Delay)
1 Arch-Airport/Qantas Road	A	(1.3)	A	(2.3)	Minor Stop	A	(2.3)	B	(5.5)
2 Arch-Airport / W. SR-99 Frontage	E	(30.1)	F	(735)	Signalized	C	(23.1)	F	(84.9)
3 Arch / E. SR-99 Frontage	B	(7.3)	C	(17.2)	4-way Stop	C	(17.2)	F	(768)
4 Arch / Frontier Way	A	(0.9)	A	(0.8)	Minor Stop	A	(0.8)	A	(2.4)
5 Arch / Newcastle	A	(3.8)	A	(3.8)	Minor Stop	A	(3.8)	F	(ovrflw)
6 Mariposa / W. SR-99 Frontage	A	(2.3)	C	(14.2)	Minor Stop	C	(14.2)	F	(298)
7 Mariposa / E. SR-99 Frontage	A	(2.6)	F	(ovrflw)	Signalized	D	(38.6)	E	(48.5)

Notes:

Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds).

Minor Stop = Only the minor street stops

E = Shading indicates Project Impact

MITIGATION

Study intersections found to be significantly impacted by the addition of project generated traffic were analyzed to establish improvements which would return the intersection to acceptable levels of service during the PM peak hour.

Intersections found to satisfy Caltrans peak hour signal warrants during the PM peak hour should be analyzed in further detail, with detailed signal warrant analysis including at least the 8 hour warrant and AM peak hour warrant. Additionally, since the intersection level of service analysis is confined to the PM peak hour, recommendations for geometric improvements should be analyzed in further detail. In some cases, it may be necessary to provide additional improvements to accommodate AM peak hour traffic.

Recommended improvements to provide acceptable PM peak hour levels of service at intersections projected to operate deficiently with the addition of approved project traffic are described below. A summary of recommended mitigation measures and improved level of service operation is provided in Table 7.

Impact EAP-1 (Existing plus Approved Projects plus Project): It was assumed that the intersection of (#2) Arch-Airport Road/West SR-99 Frontage Road would be improved to accommodate approved project traffic, with improvements consisting of signalization and the provision of exclusive left turn lanes. The addition of project traffic would cause the LOS at the intersection to degrade from LOS C (with improvements as described) to LOS F in the PM peak hour.

Mitigation EAP-1: It is recommended that exclusive NB and EB rights be added at the intersection. The combined improvements as described would provide LOS D operation during the PM peak. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix F**.

Impact EAP-2: The addition of project traffic at the intersection of (#3) Arch Road/West SR-99 Frontage Road would cause the LOS at the intersection to degrade from LOS C to LOS F in the PM peak hour.

Mitigation EAP-2: Existing plus Approved Project plus Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. In addition, an exclusive left turn lane should be added on the SB, EB and WB approaches. Signalization of the intersection, and additional improvements as described, would provide LOS D operation during the PM peak. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix F**.

Impact EAP-3: The addition of project traffic at the intersection of (#5) Arch Road/Newcastle Road would cause the LOS at the intersection to degrade from LOS A to LOS F in the PM peak hour

Mitigation EAP-3: Existing plus Approved Project plus Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. In addition, an exclusive left turn lane should be added on each of the four approaches. Also, to accommodate the heavy projected SB right turn volume of 1,342 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended that an exclusive, channelized SB right be added. Additionally, a WB auxiliary lane should be added to Arch Road between Newcastle Road and the future cul-de-sac road (the auxiliary lane could potentially become an exclusive WB right turn lane at the future cul-de-sac road). Signalization of the intersection, and additional improvements as described, would provide LOS C operation during the PM peak. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix F**.

Impact EAP-4: The addition of project traffic at the intersection of (#6) Mariposa Road/West SR-99 Frontage Road would cause the LOS at the intersection to degrade from LOS C to LOS F in the PM peak hour.

Mitigation EAP-4: Existing plus Approved Project plus Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton

should consider the installation of a traffic signal at the intersection. In addition, exclusive left turn lane should be added to the NB, SB and WB approaches. Signalization of the intersection, and additional improvements as described, would provide LOS C operation during the PM peak. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix F**.

Impact EAP-5: It was assumed that the intersection of (#7) Mariposa Road/East SR-99 Frontage Road would be improved to accommodate approved project traffic, with improvements consisting of signalization, the provision of exclusive left turn lanes, and the addition of a WB through lane. The addition of project traffic would cause the LOS at the intersection to degrade from LOS D (with improvements as described) to LOS E in the PM peak hour.

Mitigation EAP-5: It is recommended that an exclusive NB right be added at the intersection. The combined improvements as described would provide LOS D operation during the PM peak. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix F**.

Table 7
Existing plus Approved Projects plus Project Mitigated Intersection Operations
PM Peak Hour

Intersection	Control with Improved Geometrics	Existing + Approved (imp geo)		Existing + Approved + Project		Existing + Approved + Project (with Mitigation)			
		LOS	(Delay)	LOS	(Delay)	Mitigation	LOS	(Delay)	
1 Arch – Airport / Qantas	Minor Stop	A	(2.3)	B	(5.5)				
2 Arch – Airport / W. SR-99 Frontage	Signalized	C	(23.1)	F	(84.9)	Add exclusive NB and EB right	D	(26.2)	
3 Arch / E. SR-99 Frontage	4-way Stop	C	(17.2)	F	(768)	Signalize add exclusive left on SB, WB and EB approaches	D	(29.4)	
4 Arch / Frontier Way	Minor Stop	A	(0.8)	A	(2.4)				
5 Arch / Newcastle	Minor Stop	A	(3.8)	F	(overflow)	Signalize, add SB channelized free right (turning into added WB auxiliary lane) add exclusive lefts on all approaches	C	(17.4)	
6 Mariposa / W. SR-99 Frontage	Minor Stop	C	(14.2)	F	(298)	Signalize, add exclusive NB, SB and WB lefts	C	(24.6)	
7 Mariposa / E. SR-99 Frontage	Signalized	D	(38.6)	E	(48.5)	Add exclusive NB right	D	(34.8)	

Notes:

Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds).

Minor Stop = Only the minor street stops

Improved Geometrics = Intersection control associated with any recommended improvements to accommodate approved projects.

E = Shading indicates Project Impact

SECTION 5

CUMULATIVE PLUS PROJECT SETTING

This section describes traffic operations in the study area for the "Cumulative" (2010) plus Project Setting.

PLANNED IMPROVEMENTS

To accommodate increased traffic volumes in the vicinity of the proposed project, particularly traffic to and from the airport and proposed light industrial development including the Arch Road Industrial Site (the proposed project), as well as the Rancho Mariposa and Mariposa Road industrial sites (approved projects), additional roadways and intersection improvements are assumed for the cumulative setting. With the assistance of City of Stockton traffic engineering staff, the following improvements were assumed for roadways in the vicinity of the project, and are depicted in **Figure 5**:

- Newcastle Road will be extended north to Mariposa Road as a 2-lane facility.
- New Industrial Road will be constructed as a curving 2-lane facility immediately north of the proposed Arch Road Industrial Site project between Newcastle Road and Mariposa Road.
- Additional roadway improvements west of New Industrial Road will be constructed including an eastward extension of Clark Road to New Industrial Road, and a roadway connecting Clark Road and Marfargoa Road.
- East SR-99 Frontage Road will be extended north of Mariposa Road to Farmington Road, and the Farmington Road/SR-99 ramps will be eliminated.
- Arch-Airport Road and Arch Road will be improved to 8-lanes west of SR-99 and 6-lanes east of SR-99, with 4-lanes across SR-99. Arch Road would continue east as 6-lanes to Frontier Way, then east as 4-lanes to Austin Road.
- A new urban interchange is assumed at Arch-Airport Road and SR-99. The urban interchange is proposed as a two phase project. Phase 1 would include construction of the urban interchange at Arch-Road, along with abandonment of the existing freeway ramps at Arch Road and Clark Road. To accommodate the new interchange, West SR-99 Frontage Road would be cul-de-sac immediately north of Arch-Airport Road, and abandoned for a short distance south of Arch-Airport Road. This configuration will result in the abandonment of the (#2) Arch-Airport Road/West SR-99 Frontage Road intersection. To accommodate through traffic along the West

SR-99 Frontage Road, Qantas Lane would be extended south of Arch-Airport Road with a connection to the West SR-99 Frontage Road south of Arch-Airport Road. Traffic north of Arch-Airport Road would be routed to and from the West SR-99 Frontage Road via Boeing Way. Phase 2 of the interchange project would add dedicated southbound and northbound ramps to and from the airport. Proposed improvements to the SR-99/Arch Airport Road interchange are based on proposed design plans as detailed in the Project Study Report prepared for Caltrans and dated May 15, 1998.

Cumulative conditions base intersection geometrics were established with input from City of Stockton traffic engineering staff, and are depicted in **Figure 6**. Cumulative scenario intersection geometrics include not only baseline geometrics provided by the City, but additional geometrics beyond those provided by the City to reflect recommended improvements as part of Existing plus Approved Project, and mitigation recommended as part of Existing plus Approved Project plus Project conditions (described in the previous section). These additional improvements include the following:

3. Arch Road / East SR-99 Frontage Road
 - An exclusive SB left turn
5. Arch Road / Newcastle Road
 - Signalized
 - Channelized SB right (turning into added WB auxiliary lane)
6. Mariposa Road / West SR-99 Frontage Road
 - Exclusive SB left
7. Mariposa Road / East SR-99 Frontage Road
 - An additional WB through lane
 - Exclusive NB and SB lefts

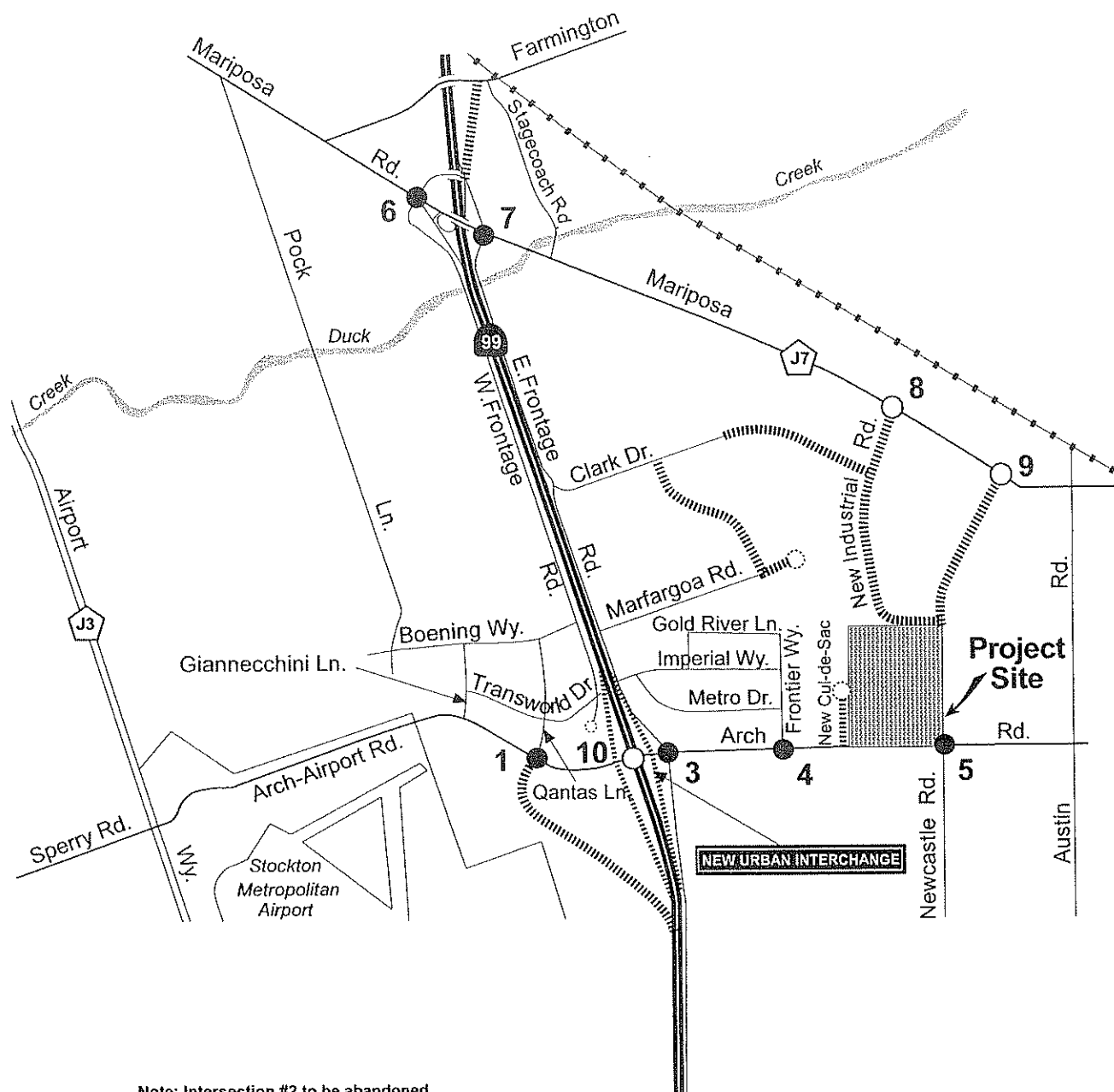
PROJECT TRAFFIC

Project traffic generated to and from the proposed Arch Road Industrial Site was loaded onto the study area network using the SGPU model. The model reflects current land use assumptions in the General Plan through mid 1997.

TRAFFIC IMPACTS

Traffic Volumes

Figure 7 displays the projected PM peak hour traffic volumes for Cumulative plus Project conditions at each of the nine cumulative conditions study intersections. Isolated project volumes associated specifically with the Arch Road Industrial Site were not established.



Note: Intersection #2 to be abandoned

Legend:

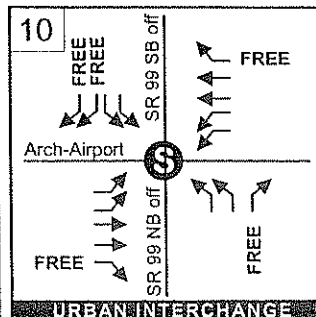
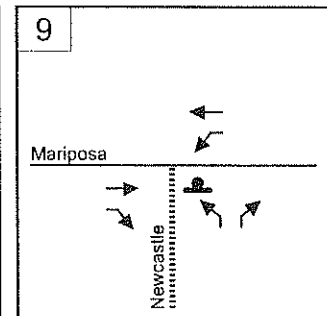
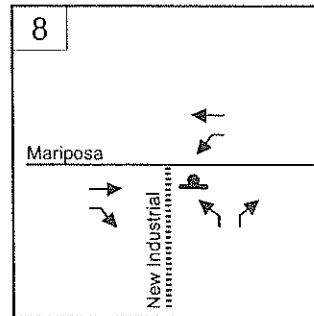
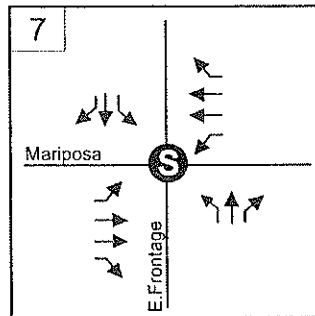
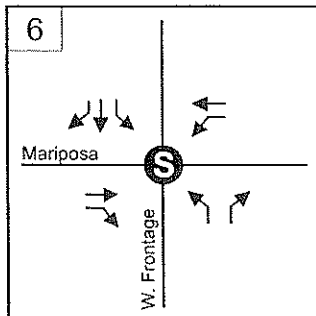
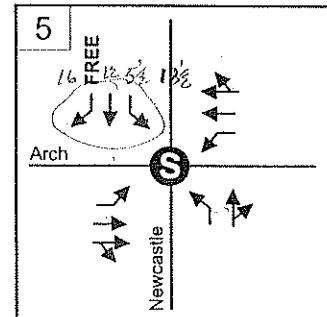
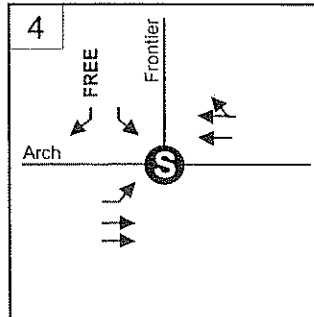
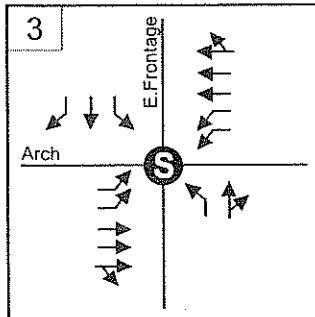
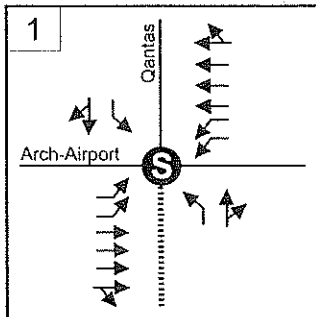
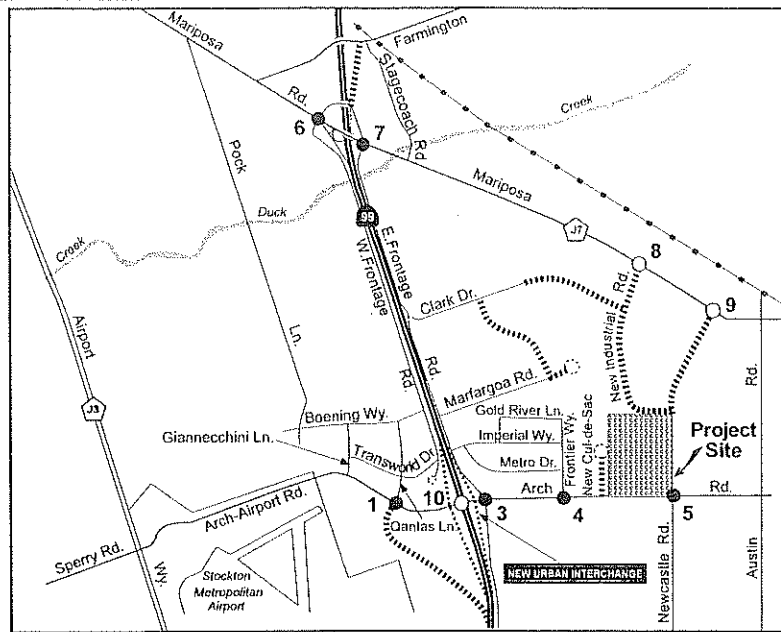
- Study Intersection
- ▤ Future Roadway
- Future Intersection

Arch Road Industrial Site TIA

Future Roadway Network

Figure

5



Note: Intersection #2 to be abandoned

Legend:

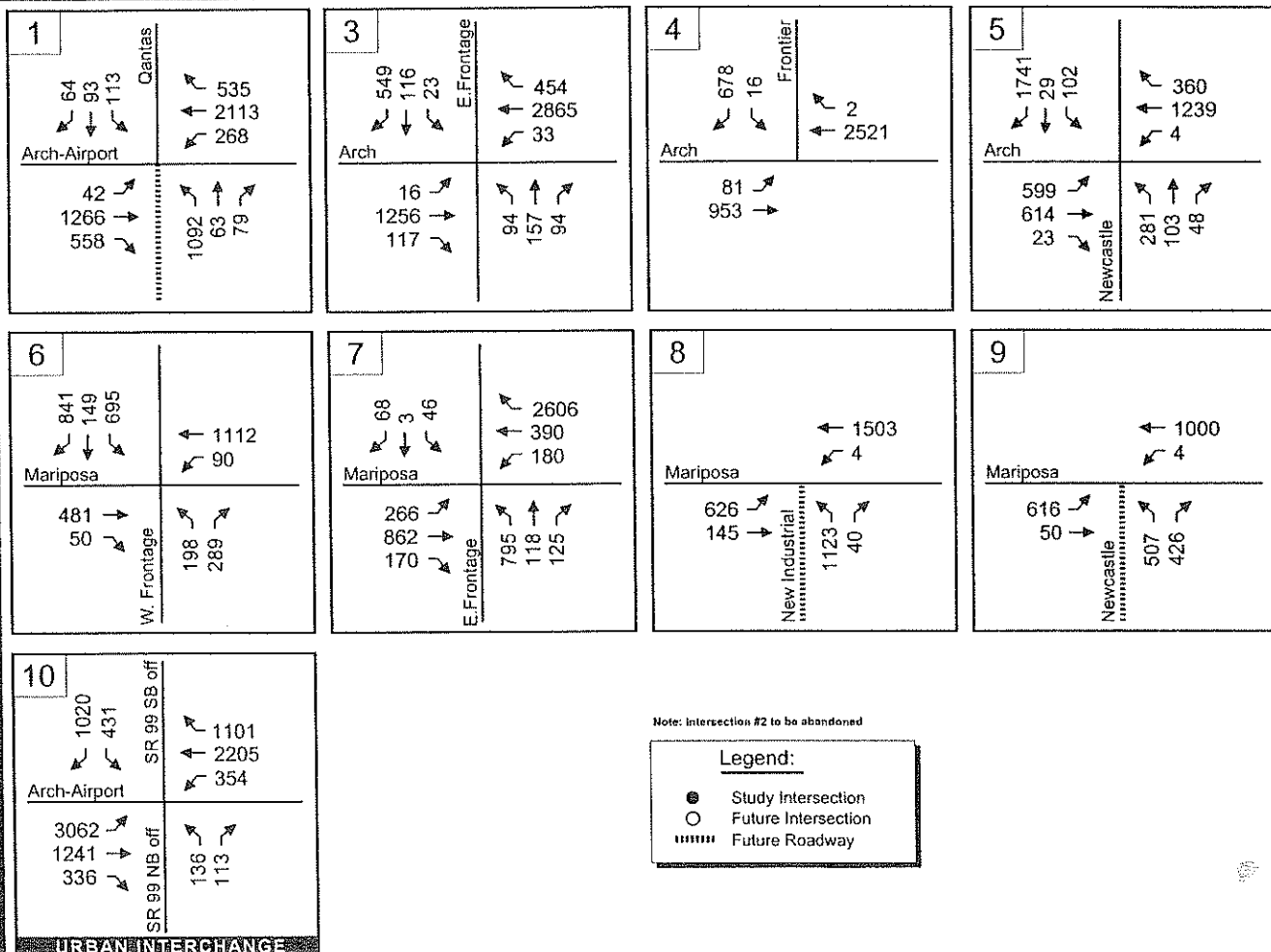
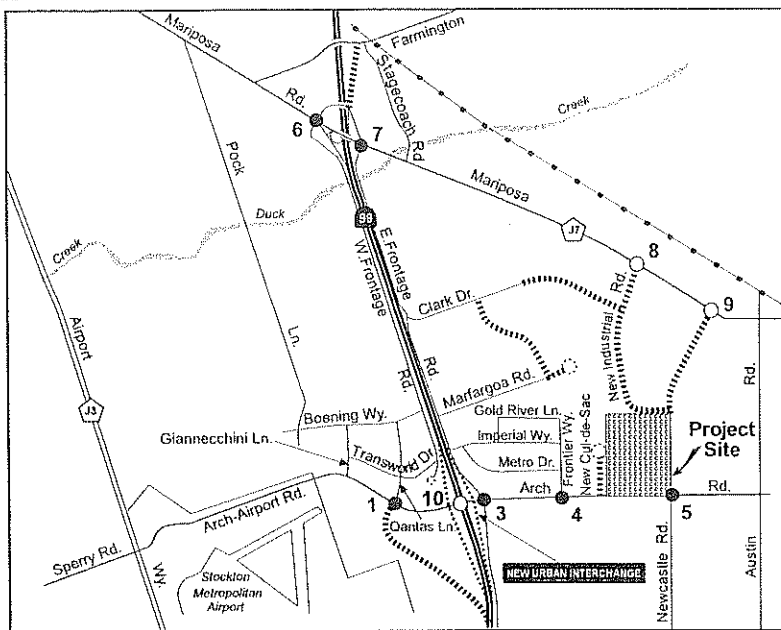
- Study Intersection
- Future Intersection
- Future Roadway
- + Stop Control
- S Signalized Intersection

Arch Road Industrial Site TIA

**Cumulative
Intersection Geometrics**

Figure

6



Arch Road Industrial Site TIA

**Cumulative + Project
PM Peak Hour Volumes**

Figure

7

Intersection Operations

Intersection levels of service were evaluated for Cumulative plus Project conditions at each of the nine cumulative scenario study intersections, and are summarized in **Table 8**, while detailed intersection operation calculations are included in **Appendix G**.

Table 8
Cumulative plus Project Mitigated Intersection Operations
PM Peak Hour

Intersection	Control	Cumulative + Project		Cumulative + Project (with Mitigation)	
		LOS	(Delay)	Mitigation	LOS (Delay)
1 Arch-Airport / Qantas Rd.	Signalized	F	(146)	Add additional NB lefts (dual lefts)	D (25.3)
3 Arch / E. SR-99 Frontage	Signalized	F	(85.2)	Add exclusive WB right	D (38.1)
4 Arch / Frontier Way	Signalized	B	(9.2)		B (9.2)
5 Arch / Newcastle	Signalized	F	(85.8)	Restore SB through as combined through-right, add additional EB left (dual lefts)	D (29.3)
6 Mariposa / W. SR-99 Frontage	Signalized	F	185	Restripe SB through as channelized through-right, add additional WB through	D (30.9)
7 Mariposa / E. SR-99 Frontage	Signalized	F	(ovrflw)	Add additional WB right & make both WB rights channelized free rights into 1 or 2 added NB lanes	D (32.3)
8 Mariposa / New Industrial	Minor Stop	F	(ovrflw)	Signalize, add additional NB left & additional WB through (along potentially with additional EB through) (1)	C (16.7)
9 Mariposa / Newcastle	Minor Stop	F	(ovrflw)	Signalize	C (19.2)
10 Arch-Airport / SR-99 ramps	Signalized	F	(ovrflw)	Add Phase 2 interchange improvements with separate ramps to airport.	See note (2)

Notes: Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in sec).

Minor Stop = Only the minor street stops

Intersection #2 to be abandoned

Addition of exclusive lefts & rights requires restriping of combined thru-left & thru-right as thru only unless described otherwise.

(1) = Addition of EB through improves LOS to C (16.0 seconds delay)

(2) = Phase 2 interchange improvements will result in significant redistribution of traffic including reductions at the Arch Airport/SR-99 urban interchange. Although the LOS of the intersection would be significantly improved, its calculation requires advanced analysis.

E = Bolded indicates Deficient Operation

Projected traffic volumes for the Cumulative plus Project scenario would will result in deficient operation (LOS E or F) at the following eight cumulative scenario study intersections during the PM peak hour:

1. Arch-Airport Road / Qantas Lane
(LOS F @ 146 sec avg. delay/veh)
3. Arch Road / East SR-99 Frontage Road
(LOS F @ 85.2 sec avg. delay/veh)
5. Arch Road / Newcastle Road
(LOS F @ 85.8 sec avg. delay/veh)
6. Mariposa Road / West SR-99 Frontage Road
(LOS F @ 185 sec avg. delay/veh)
7. Mariposa Road / East SR-99 Frontage Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
8. Mariposa Road / New Industrial Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
9. Mariposa Road / Newcastle Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
10. Arch-Airport Road / SR-99 Ramps
(LOS F @ incalculably high (overflow) avg. delay/veh)

MITIGATION

Cumulative scenario study intersections found to operate deficiently with Cumulative plus Project traffic volumes were analyzed to establish improvements which would provide acceptable levels of service during the PM peak hour.

Intersections found to satisfy Caltrans peak hour signal warrants during the PM peak hour should be analyzed in further detail, with detailed signal warrant analysis including at least the 8 hour warrant and AM peak hour warrant. Additionally, since the intersection level of service analysis is confined to the PM peak hour, recommendations for geometric improvements should be analyzed in further detail. In some cases, it may be necessary to provide additional improvements to accommodate AM peak hour traffic.

As part of the mitigation requirements, the project shall be responsible for payment of City of Stockton traffic mitigation fees and their proportionate share, based on traffic loadings, of traffic improvements necessary and not already included in the CoS fee program.

Recommended improvements to provide acceptable PM peak hour levels of service at intersections projected to operate deficiently with Cumulative plus Project traffic are described below. A summary of recommended mitigation measures and improved level of service operation is provided in **Table 8**.

Impact CP-1 (Cumulative plus Project): The intersection of (#1) Arch-Airport Road/Qantas Lane is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-1: It is recommended that an additional NB left turn lane be added creating dual NB lefts. Improvements as described would provide LOS D operation during the PM peak for Cumulative plus Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-2: The intersection of (#3) Arch Road/East SR-99 Frontage Road is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-2: It is recommended that an exclusive WB right lane be provided, with the combined through-right lane striped as through only lane. This improvement would provide LOS D operation during the PM peak for Cumulative plus Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-3: The intersection of (#5) Arch Road/Newcastle Road is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-3: To accommodate the heavy projected SB right turn volume of 1,741 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended that the SB through be restriped as a combined through-right lane. This through-right lane would be in addition to the channelized SB right turn lane turning into an additional auxiliary lane west of the intersection which was recommended for Existing plus Project Conditions. To accommodate the heavy projected EB left turn volume of approximately 600 vehicles during the PM peak hour, it is recommended that an additional EB left turn lane be added creating dual EB lefts. Improvements as described would provide LOS D operation during the PM peak for Cumulative plus Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-4: The intersection of (#6) Mariposa Road/West SR-99 Frontage Road is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-4: It is recommended that the SB through be restriped as a combined through-right lane. This through-right would be in addition to the existing channelized SB right turn lane. Additionally, it is recommended that an additional WB through lane be added. These improvements would provide LOS D operation during the PM peak for Cumulative plus Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-5: The intersection of (#7) Mariposa Road/East SR-99 Frontage Road is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-5: To accommodate the heavy projected WB right turn volume of approximately 2,600 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended that an additional exclusive right turn lane be added, and that the two WB rights be configured as channelized free-right turns into one or two added NB lanes north of Mariposa Road. These improvements would provide LOS D operation during the PM peak for Cumulative plus Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-6: The intersection of (#8) Mariposa Road/New Industrial Road is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-6: Cumulative plus Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. Additionally, to accommodate the heavy projected NB left turn volume of approximately 1,100 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended that an additional exclusive left turn lane be added, resulting in dual NB lefts, and that an additional WB through lane be added west of the intersection to receive the two left turn lanes. Signalization of the intersection, and additional improvements as described, would provide LOS C operation during the PM peak for Cumulative plus Project conditions. Although a second EB lane is not necessary to provide acceptable PM peak hour operations, it is recommended that further analysis be conducted to establish whether a second EB lane west of the intersection would be warranted to accommodate AM peak hour traffic. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-7: The intersection of (#9) Mariposa Road/Newcastle Road is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CP-7: Cumulative plus Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. Signalization of the intersection would provide LOS C operation during the PM peak for Cumulative plus Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix H**.

Impact CP-8: The intersection of (#10) Arch-Airport Road/SR-99 Ramps is projected to operate at LOS F with Cumulative plus Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6. This intersection is planned as an urban interchange with geometrics providing for dual lefts and free rights on all four ramps, and two through lanes in each direction. As currently planned, the interchange without direct ramps to and from the airport will result in extremely excessive delays at the intersection.

Mitigation CP-8: Even with the provision of triple lefts and additional EB and/or WB through lanes, the intersection would still operate with extremely high vehicle delays. The recommended mitigation would be completion of phase 2 of the interchange improvements which would provide for direct airport to freeway ramps. These additional ramps would significantly reduce the volumes at the Arch-Airport urban interchange, and would likely provide acceptable, or near acceptable, levels of service at the intersection as currently designed for Cumulative plus Project traffic volumes.

SECTION 6

CUMULATIVE PLUS ALTERNATIVE PROJECT SETTING

This section describes traffic operations in the study area for Cumulative (2010) conditions plus an Alternative Project with commercial development. Planned roadway and intersection improvements without the alternative project are the same as for the Cumulative plus (light industrial) Project Setting within the previous section. Similarly, project traffic was distributed to the roadway network using the SGPM model as was done for the Cumulative plus (industrial) Project Setting within the previous section.

PROJECT DESCRIPTION

The project site is zoned M-1, which permits land uses including light industrial and commercial. Commercial development was selected as an alternative land use since it is the most intensive development allowed for the site, thus establishing a "worst case" build out scenario. With a Floor-to-Area Ratio (FAR) of 0.30, the commercial alternative would result in a facility of approximately 1,351,400 sq. feet.

TRIP GENERATION

Trip generation to and from the proposed project were established using trip generation rates utilized by the City of Stockton for general commercial land uses. **Table 9** provides a summary of trip generation rates and vehicular trips to and from the alternative project site.

The alternative project is estimated to add 67,568 daily trips to area roadways and intersections, 4,365 of which would occur during the PM peak hour. Commercial development would result in approximately 53,500 more daily trips (approx. 480% increase) and 2,150 more PM peak hour trips (approx. 200% increase) than would be generated by the proposed industrial land use.

Table 9
Alternative Project Trip Generation

Land Use	Size	TRIP GENERATION			
		Daily Rate/Trips	PM Peak Hour		
			Inbound Rate/Trips	Outbound Rate/Trips	Total Rate/Trips
General Commercial	1,351.4 ksf	50.00/67.568	1.52/2,054	1.71/2,311	3.23/4.365

TRAFFIC IMPACTS

Traffic Volumes

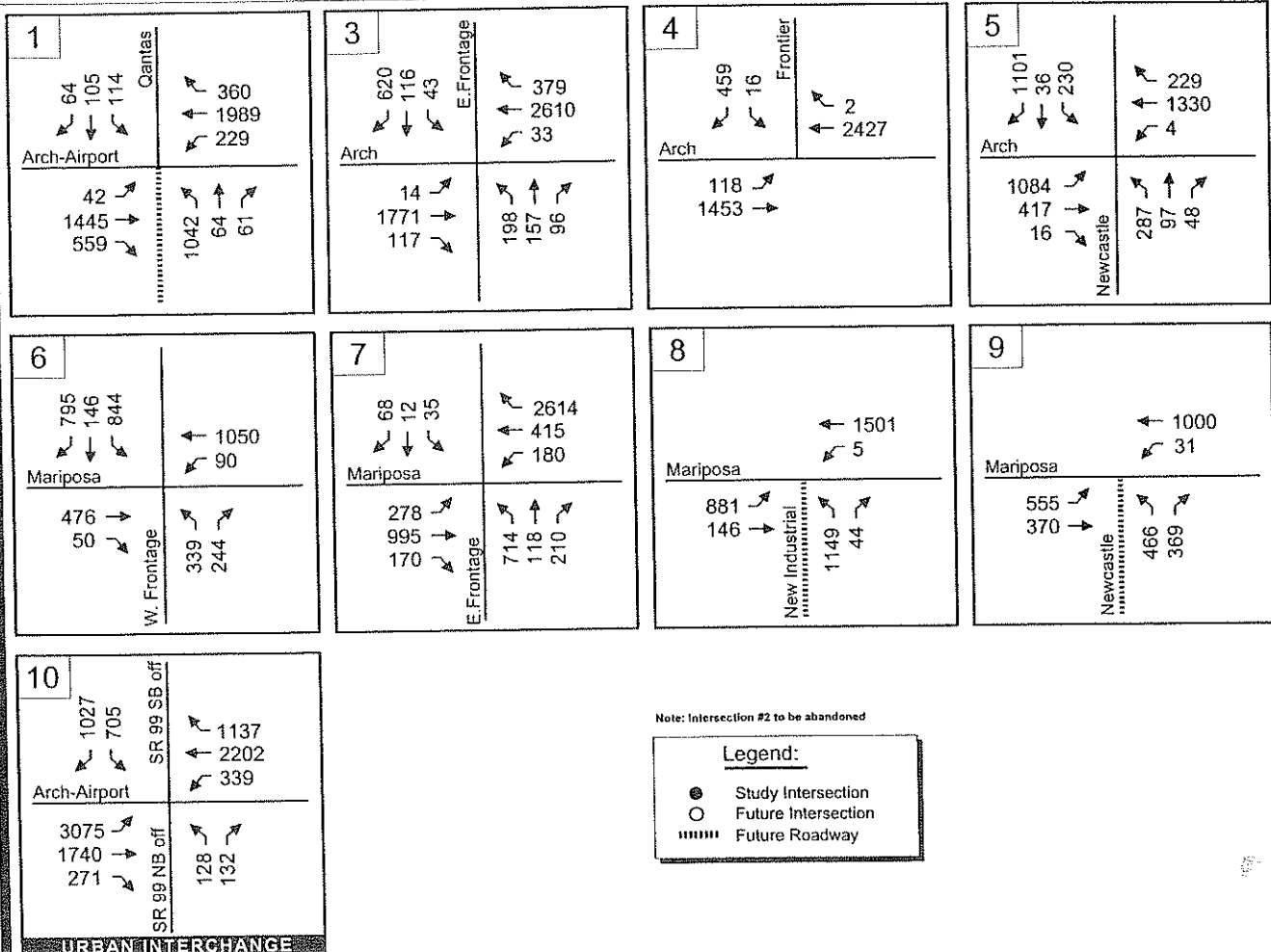
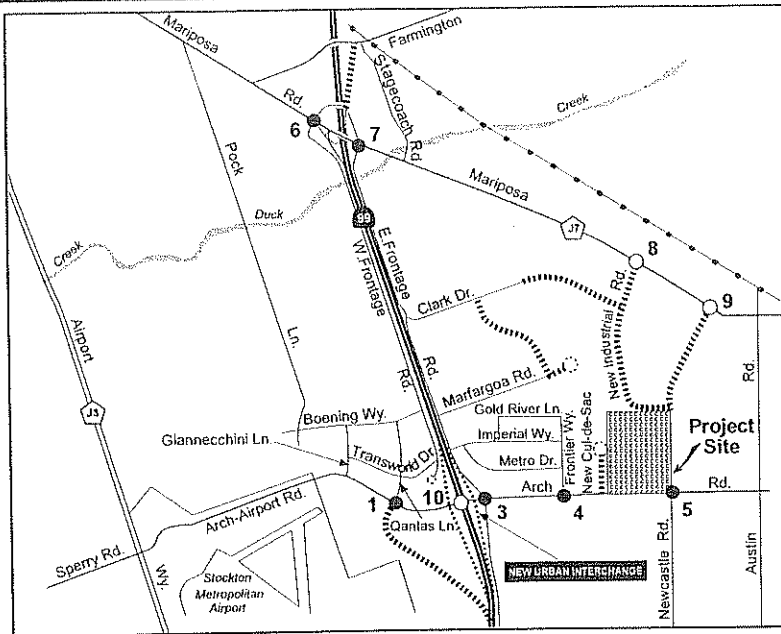
Figure 8 displays the projected PM peak hour traffic volumes for Cumulative plus Alternative Project conditions at each of the nine cumulative conditions study intersections. Isolated project volumes associated specifically with the Arch Road Site were not established.

Intersection Operations

Intersection levels of service were evaluated for Cumulative plus Alternative Project conditions at each of the nine cumulative scenario study intersections, and are summarized in **Table 10**, while detailed intersection operation calculations are included in **Appendix I**.

Projected traffic volumes for the Cumulative plus Alternative Project scenario would result in deficient operation (LOS E or F) at the following eight cumulative scenario study intersections during the PM peak hour:

1. Arch-Airport Road / Qantas Lane
(LOS F @ 96.3 sec avg. delay/veh)
3. Arch Road / East SR-99 Frontage Road
(LOS F @ 99.4 sec avg. delay/veh)
5. Arch Road / Newcastle Road
(LOS F @ 355 sec avg. delay/veh)
6. Mariposa Road / West SR-99 Frontage Road
(LOS F @ 201 sec avg. delay/veh)
7. Mariposa Road / East SR-99 Frontage Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
8. Mariposa Road / New Industrial Road
(LOS F @ incalculably high (overflow) avg. delay/veh)
9. Mariposa Road / Newcastle Road
(LOS F @ 985 sec avg. delay/veh)
10. Arch-Airport Road / SR-99 Ramps
(LOS F @ incalculably high (overflow) avg. delay/veh)



Arch Road Industrial Site TIA	Figure
Cumulative + Project (Commercial Alternative) PM Peak Hour Volumes	8

Table 10
Cumulative plus Alternative Project Mitigated Intersection Operations
PM Peak Hour

Intersection	Control	Cumulative + Project		Cumulative + Project (with Mitigation)	
		LOS	(Delay)	Mitigation	LOS (Delay)
1 Arch-Airport / Qantas Rd.	Signalized	F	(96.3)	Add additional NB left (dual lefts)	C (22.8)
3 Arch / E. SR-99 Frontage	Signalized	F	(99.4)	Add exclusive WB right & restripe SB through as combined through-right	C (24.2)
4 Arch / Frontier Way	Signalized	B	(9.0)		B (9.0)
5 Arch / Newcastle	Signalized	F	(355)	Add 3 rd WB lane beginning east of intersection, add additional EB left (dual lefts)	D (34.9)
6 Mariposa / W. SR-99 Frontage	Signalized	F	(201)	Restripe SB through as combined through-right, add additional WB through	D (37.6)
7 Mariposa / E. SR-99 Frontage	Signalized	F	(ovrflw)	Add additional WB right & make both WB rights channelized free rights into 1 or 2 added NB lanes	D (30.3)
8 Mariposa / New Industrial	Minor Stop	F	(ovrflw)	Signalize, add additional NB left & additional WB through	C (19.7)
9 Mariposa / Newcastle	Minor Stop	F	(985)	Signalize	C (17.4)
10 Arch-Airport / SR-99 ramps	Signalized	F	(ovrflw)	Add Phase 2 interchange improvements with separate ramps to airport.	see note (1)

Notes:

Level of Service (LOS) operation based on an average vehicular delay for all vehicles passing through intersection (in seconds).

Minor Stop = Only the minor street stops

Intersection #2 to be abandoned

Addition of exclusive lefts and rights requires restriping of combined through-left and through-right as through only unless described otherwise.

(1) = Phase 2 interchange improvements will result in significant redistribution of traffic including reductions at the Arch Airport/SR-99 urban interchange. Although the LOS of the intersection would be significantly improved, its calculation requires advanced analysis.

E = Bold indicates Deficient Operation

MITIGATION

Cumulative scenario study intersections found to operate deficiently with Cumulative plus Alternative Project traffic volumes were analyzed to establish improvements which would provide acceptable levels of service during the PM peak hour.

Intersections found to satisfy Caltrans peak hour signal warrants during the PM peak hour should be analyzed in further detail, with detailed signal warrant analysis including at least the 8 hour warrant and AM peak hour warrant. Additionally, since the intersection level of service analysis is confined to the PM peak hour, recommendations for geometric improvements should be analyzed in further detail. In some cases, it may be necessary to provide additional improvements to accommodate AM peak hour traffic.

As part of the mitigation requirements, the project shall be responsible for payment of City of Stockton traffic mitigation fees and their proportionate share, based on traffic loadings, of traffic improvements necessary and not already included in the CoS fee program.

Recommended improvements to provide acceptable PM peak hour levels of service at intersections projected to operate deficiently with Cumulative plus Alternative Project traffic are described below. A summary of recommended mitigation measures and improved level of service operation is provided in **Table 10**.

Impact CA-1 (Cumulative plus Alternative Project): The intersection of (#1) Arch-Airport Road/Qantas Lane is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-1: It is recommended that an additional NB left turn lane be added creating dual NB lefts. Improvements as described would provide LOS D operation during the PM peak for Cumulative plus Alternative Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-2: The intersection of (#3) Arch Road/East SR-99 Frontage Road is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-2: It is recommended that an exclusive WB right lane be provided, with the combined through-right lane striped as through only lane, and that the SB through be re-striped as a combined through-right. These improvements would provide LOS C operation during the PM peak for Cumulative plus Alternative Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-3: The intersection of (#5) Arch Road/Newcastle Road is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-3: It is recommended that a third WB through lane be added along Arch Road from east of Newcastle Road to Frontier Way. To accommodate the heavy projected SB right turn volume of approximately 1,100 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended that the SB through be restriped as a combined through-right lane. This through-right would be in addition to the channelized SB right turn lane turning into an additional auxiliary lane west of the intersection which was recommended for Existing plus Project Conditions. Additionally, it is recommended that an additional EB left turn lane be added. Improvements as described would provide LOS D operation during the PM peak for Cumulative plus Alternative Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-4: The intersection of (#6) Mariposa Road/West SR-99 Frontage Road is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-4: It is recommended that the SB through be restriped as a combined through-right lane. This through-right would be in addition to the existing channelized SB right turn lane. Additionally, it is recommended that an additional WB through lane be added. These improvements would provide LOS D operation during the PM peak for Cumulative plus Alternative Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-5: The intersection of (#7) Mariposa Road/East SR-99 Frontage Road is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-5: To accommodate the heavy projected WB right turn volume of approximately 2,600 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended that an additional exclusive right turn lane be added, and that the two WB rights be configured as channelized free-right turns into one or two added NB lanes north of Mariposa Road. These improvements would provide LOS D operation during the PM peak for Cumulative plus Alternative Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-6: The intersection of (#8) Mariposa Road/New Industrial Road is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-6: Cumulative plus Alternative Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. Additionally, to accommodate the heavy projected NB left turn volume of approximately 1,150 vehicles during the PM peak hour, and provide acceptable intersection operation (LOS D or better), it is recommended

that an additional exclusive left turn lane be added, resulting in dual NB lefts, and that an additional WB through lane be added west of the intersection to receive the two left turn lanes. Signalization of the intersection, and additional improvements as described, would provide LOS C operation during the PM peak for Cumulative plus Alternative Project conditions. Although a second EB lane is not necessary to provide acceptable PM peak hour operations, it is recommended that further analysis be conducted to establish whether a second EB lane west of the intersection would be warranted to accommodate AM peak hour traffic.. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-7: The intersection of (#9) Mariposa Road/Newcastle Road is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6.

Mitigation CA-7: Cumulative plus Alternative Project traffic volumes would meet the Caltrans peak hour signal warrants during the PM peak hour. The City of Stockton should consider the installation of a traffic signal at the intersection. Signalization of the intersection would provide LOS C operation during the PM peak for Cumulative plus Alternative Project conditions. A detailed intersection operation calculation sheet showing mitigated operations is included in **Appendix J**.

Impact CA-8: The intersection of (#10) Arch-Airport Road/SR-99 Ramps is projected to operate at LOS F with Cumulative plus Alternative Project traffic volumes assuming cumulative intersection geometrics as shown in Figure 6. This intersection is planned as an urban interchange with geometrics providing for dual lefts and free rights on all four ramps, and two through lanes in each direction. As currently planned, the interchange without direct ramps to and from the airport will result in extremely excessive delays at the intersection.

Mitigation CA-8: Even with the provision of triple lefts and additional EB and/or WB through lanes, the intersection would still operate with extremely high vehicle delays. The recommended mitigation would be completion of phase 2 of the interchange improvements which would provide for direct airport to freeway ramps. These additional ramps would significantly reduce the volumes at the Arch-Airport urban interchange, and would likely provide acceptable, or near acceptable, levels of service at the intersection as currently designed for Cumulative plus Alternative Project traffic volumes.